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This spectacular strip of chart made out of Vancouver, B.C., indicates the difficult bottom the "Optu" encounters in its trawling operations. The Recorder helps prevent damaged bottom gear by showing the bottom that is being worked. The Recorder also aids in locating fish and in navigating in fog or darkness.



- Says L. Doving of Vancouver, B.C., where both weather and bottom are tough handicaps to fishermen.

out of Vancouver is an otter trawler.

(Below) Part of a by the "Optu" with aid of the Recorder.

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SUPERSONIC DEPTH RECORDER

OUT OF Vancouver, B.C., the M. V. "Optu" operates with a lot of success.

Captain L. Doving of the "Optu" is an expert at otter trawling, and his use of the Bendix Supersonic Depth Recorder is a real compliment to the equipment. This is what Captain Doving says:

"I can say, definitely, that my catches have increased since installing the Bendix Depth Recorder. Also, by giving warning of unsuitable bottom, I can save much wear and tear on fishing gear, as the correct bottom is very essential when trawling where the net is dragged along the ocean floor.

"Further, this machine is of great value for fishing in foggy weather. Previously it was necessary to tie up when land marks were not visible. Now, through knowing the depth and comparing with charts, it is possible to ascertain a position at any time."



Write today for complete information on the Bendix Depth Recorder — the first practical, low cost instrument that has proven its usefulness in all types of commercial fishing operations.

PACIFIC DIVISION, Bendix Aviation Corporation Marine Department — 7551 Melrose Ave., Hollywood 46, Calif. East Coast Office: 270 Park Avenue, New York 17, New York

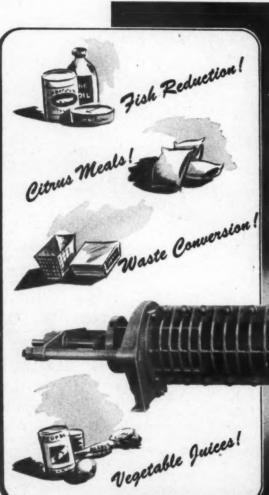
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Three	ENTER	NTERPRISE Models		
	PF-7	PF-14	PF-24	
Syncrogear Motor	5 HP	15 HP	20 HP	
Press- Screw RPM	11.5	11.5	11.5	
Weight	2500 lbs.	6,000 lbs.	12,000 lbs.	
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VOL. XXVIII

FEBRUARY 1947

NO.

Fish Tariffs Should Offset Lower Foreign Costs

The urgent need for adequate tariff protection against the growing influx of foreign fish importations was conclusively shown by the fishing industry at hearings in Washington on January 28-30 before the Committee for Reciprocity Information.

Over 150 industry spokesmen and labor union officials, representing fishermen, boat owners, processors and packers on the Atlantic, Gulf and Pacific Coasts testified at the hearings, which were reported to have had the largest attendance of any industry appearing before the Committee. Also present were numerous Senators and Congressmen who went on record in favor of more effective import regulations.

The hearing was called in connection with the forthcoming reciprocal trade agreement negotiations with 18 foreign countries including Canada, Norway and the United Kingdom. The Reciprocity Committee includes representatives of the departments of State, Treasury, Agriculture, Commerce, War, Navy, and of the Tariff Commission. Under the Trade Agreements Act the President is authorized to reduce or increase tariffs by 50% during trade negotiations.

The delegation from New England, which section already is feeling the effects of the growing imports of frozen fillets, voiced its opposition to any reduction in present tariff rates and requested a substantial increase. It was pointed out that even increasing the rate by the allowable 50% would not offset the differences in costs between this country and foreign producers of fillets.

Southern crabmeat canners urged continuation of the 22½% tariff on imported crabmeat to protect their rapidly growing industry. This rate, placed in effect in 1941, is 50% over the 1930 duty. Because of war-time restrictions, crabmeat canners have not yet had an opportunity to fully capitalize on the technical knowledge they have gained.

In connection with crabmeat, it is interesting to find that the United States Commercial Co., a subsidiary of the Reconstruction Finance Corp., recently announced that it will sell 31,000 cases of Japanese crabmeat on a sealed bid basis. Fears have been expressed that the sale of this crabmeat may demoralize the domestic market. It will be recalled that this country sent a mission of fishery experts to Japan to assist in the rehabilitation of the fisheries to produce food needed for consumption in Japan. Despite the fact that Japan's production is estimated even now to be less than one-half prewar, Japan already is exporting crabmeat to this country.

Maine sardine canners asked that the present tariff on sardines be continued, stating that any reduction would mean the loss of their business to Canada because of the fact that the Canadian wage scale is only 60% of that in Maine.

Total imports of groundfish fillets (cod, hake, haddock, cusk, pollock, and rosefish) from Canada, Newfoundland and Iceland, have grown from 9,426,000 lbs. in 1939 to an estimated 52,000,000 lbs. in 1946. In 1939, the imports were equivalent to about 10% of the New England groundfish fillet output, but by 1945 they had climbed to 32% of New England's groundfish fillet production. New England produces 43% of this country's

production of fish sold fresh or frozen, and practically all of the cod, hake, haddock, pollock, cusk and rosefish. Cold storage holdings of frozen fishery products in the U. S.

Cold storage holdings of frozen fishery products in the U. S. reached record quantities during the past year. On January 1, 1947 they totalled 152 million lbs. compared to a five-year average of 109 million. In 1939, the highest amount in storage was 92 million lbs. It will be seen that the difference between the present holdings and the five-year average is nearly equivalent to the 1946 importations of frozen fillets.

The present duties on fresh and frozen goundfish fillets, which have been in effect since 1939, are 1% cents per pound on imports of 15,000,000 lbs. or 15% of the average annual domestic consumption during the three preceding years, and 2½ cents per pound on imports over this amount.

(Continued on page 31)

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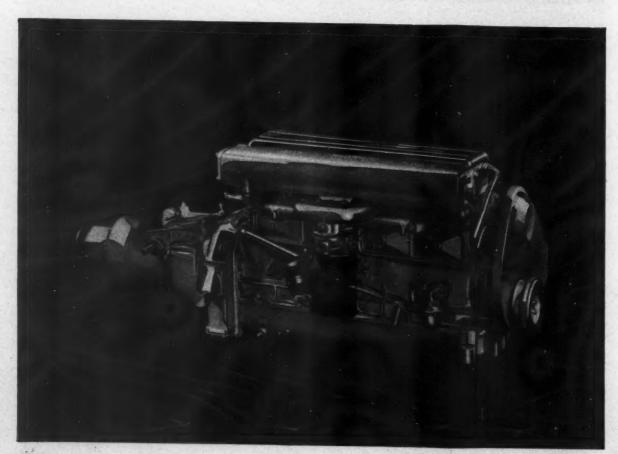
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FEI

Sensational New 20th Anniversary CHRYSLER MARINE ENGINES



LOOK AT THESE OUTSTANDING NEW FEATURES AND IMPROVEMENTS

Helical Reduction Gears • Full Ball-Bearing Planetary Reverse Gear • Thermostatically Controlled
Engine Temperature • Combination Oil Cooler,
Heater and Filter • Corrosion-Resistant Electrical
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BRING FISHING AND WORK BOAT OWNERS MORE SAFETY... ECONOMY... EFFICIENCY... PROFITS!

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Years ahead in marine design, these new marine engines are a triumph of 20 years of engineering and building fine marine engines.

Designed exclusively for marine use, they are not assembled, converted, rebored or rebuilt engines. They are Built To Live In The Water!

Only Chrysler builds the complete marine power unit

Chrysler—and only Chrysler designs and builds the engine, reverse and reduction gears. Thus it is unnecessary to purchase reverse and reduction gears from other sources to be matched up with the engine. This is extremely important to fishing and work boat owners because it assures perfect coordination, bringing added smoothness, economy and long life to the engine plus more carefree hours in the water.

Profitable and Economical Operation

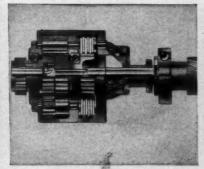
These new engines, backed up by a nation-wide dealer organization making parts readily available, assure fishing and work boat operators the maximum use of their boats with minimum operating costs.

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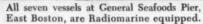
Your Chrysler Marine Engine dealer will be glad to give you full information on the new Ace,

Crown and Royal Marine engines. See him or write us direct.

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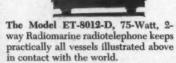
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This is convincing evidence that practically all progressive operators and owners specify Radiomarine equipment for dependability in all operating conditions.

For security of crew and vessels, operating economy and dependability—install Radiomarine equipment aboard your ship—on all the ships of your fleet.

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The Sounding-Lead

RECIPROCITY PROGRAM-Any one or two of a number of things may

happen to the State Department's program for making reciprocal trade agreements with eighteen foreign nations. These things

may be classified as follows:

1. The program may go through as scheduled by the State Department, which means that all the agreements would be written and signed in 1947, and many United States industries would have to lessen production because of a heavy influx of foreign products produced at wages far below American stan-

2. The program may be postponed for a year, so that the Republican majority in Congress would have time to agree on a foreign trade program of their own. Representative Thomas A. Jenkins, Ohio Republican, has introduced a resolution post-

poning the program.

The Republicans may force Congressional approval of a resolution (already introduced) requiring House and Senate approval of such agreements; or by resolution (already introduced) require approval by a two-thirds vote of the Senate; or by resolution (already introduced) deprive the Administration of authority to make such agreements. There has been much talk in Congress of naming a special Congressional committee to supervise the trade agreements program.

If the agreements are made effective, in 1947 or later, special bills may be introduced to protect certain industries, as

the fisheries industry.

It is now predicted that an escape clause will be included in new trade agreements so that concessions can be withdrawn or modified if the tariffs are found to be imperiling an industry. The Tariff Commission is expected to be required to review contemplated tariff changes and advise the President of the point beyond which reductions would cause injury to the domestic economy.

It does not seem possible that the State Department can carry through this program as intended by the department. Many Republicans in Congress who have sounded off against the program, and more than a few Democrats will go along

with them.

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A majority of authorities on the fisheries industry agree that, no matter what happens to the current program, the fisheries industry will continue to be plagued with low-priced foreign competition unless other means of curtailing that competition are found. Rep. George J. Bates, Republican of Massachusetts, says that one of two things must be done. Congress must enact legislation putting quotas on fish imports, or it must raise import duties to a level which would equalize the prices of foreign and domestic fishery products.

According to Rep. Bates, there are forty or more members of the House from fish-producing districts. There must be many more directly or indirectly interested in the industry. It is probable that members of Congress interested in one industry will team up with those interested in another industry. Congressmen from the many states having dairy industries, also threatened by these agreements, could give support to the

Congressmen from fishing areas.

FISHERIES BUDGET-Proposed appropriations for the fisheries during the year beginning next July 1 totalling \$3,978,600 were outlined by Fish & Wildlife Service officials before the Sub-Committee on Interior Department appropriations. A breakdown of the several fishery projects included is as follows: commercial fisheries (Division of Commercial Fisheries), \$401,000; Fishery Market News Service (Division of Commercial Fisheries), \$141,600; investigations respecting food fishes (Division of Fishery Biology), \$902,-000; operation and maintenance of fish screens (Division of Fishery Biology), \$36,300; propagation of food fishes (Division of Game Fish and Hatcheries), \$1,534,000; Alaska fisheries (Division of Alaska Fisheries), \$872,000; Alaskan fur-seal investigations (Division of Alaska Fisheries), \$69,300; enforcement of black bass and whaling treaty acts, \$22,400.

New items include \$20,000 for a program to eradicate and control sea lampreys in the Great Lakes, and \$54,060 for nine months' operation of the research vessel Albatross III in North

Atlantic waters. In general, the proposed budget allows only for the continuation of the present activities of the Department.

Apprehensive of the economy-minded Appropriations Committee, the National Fisheries Institute stated that the government's average annual appropriations provide \$7.04 for each ton of farm products, but only 82c for each ton of fishery products.

PRODUCTION IN 1946- In 1946 menhaden became the major item in the United States fish catch, which totalled 4.2 billion lbs., according to the Fish and Wildlife Service. The menhaden, used chiefly in the manufacture of fish meal and oil, replaced the Pacific pilchard or sardine which has supported the Nation's largest fishery for the past 12 years.

The catch of menhaden was approximately 900,000,000 lbs, as compared with 756,000,000 lbs. in 1945 and 686,000,000 lbs. in 1944. Present centers of the menhaden industry are Lewes, Del.; Reedville, Va.; Port Monmouth, N. J.; Beaufort and More-

head City, N. C.; and Fernandina, Fla.

Although total 1946 production in the U.S. was not far below average in volume, the year was marked by extremes of success or failure almost without parallel in the history of the fisheries. Rosefish and tuna exceeded all previous production records; the salmon pack was the smallest since 1927; the menhaden catch was the largest on record; and the pilchard fishery experienced the worst season in its history.

In terms of pounds landed, the leading fisheries last year were menhaden, pilchard, salmon, tuna, Alaska herring and rosefish. These six species accounted for more than half of the total pro-

duction.

Although the New England fisheries as a whole were slightly less productive in 1946 than in 1945, the major species in the catch-rosefish-made a gain of 38 percent contpared with the previous year. Landings of this species totalled 180,000,000 lbs., or about a quarter of the total New England fish catch. Landings of all varieties at the principal New England ports totalled 640,000,000 lbs., as compared with 670,000,000 lbs. in 1945.

FOREIGN RELATIONS—Pacific Coast fishing interests have been pressing the State Department to place fisheries on a higher level in that Department, and it is now probable that they will be joined by Gulf



"Tell that cook in the galley that his idea of running hot coffee through the voice tubes doesn't work!"

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its Marine Diesel Engine Line!

As the result of over thirty-five years' experience designing and building Quality Diesel Engines, Nordberg has developed and added to its present line, this advanced type 9"x 11½" Marine Engine Series with many outstanding improvements and refinements.

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- 6-, 7- and 8-cylinder models, both supercharged and non-supercharged.
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These engines are adapted for main propulsion or marine auxiliary service. Detailed literature on request.

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Non-supercharged—50 HP/Cyl. at 720 RPM Supercharged —75 HP/Cyl. at 720 RPM

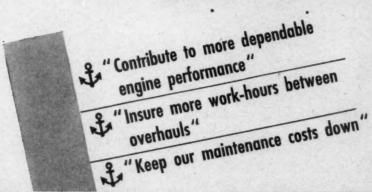
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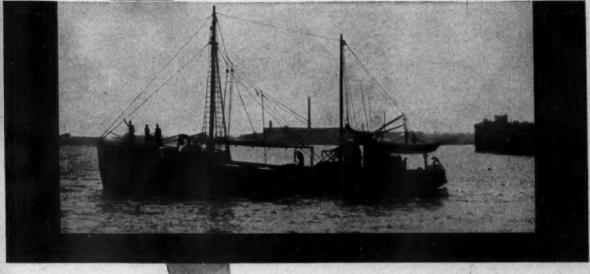
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FEBI

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FEB

THE STATE OF MAINE'S FISHERIES A FIFTY MILLION DOLLAR INDUSTRY



Here is a breakdown of Maine's fisheries landings in pounds and value for the year 1945 in terms of dollars paid to our fishermen for their catch. With the additional costs of processing, packing, marketing and distribution, Maine's seafoods and allied businesses have become a \$50,000,000 industry.

To the seafood retailers, wholesalers and processors, who aid in the distribution of our products, the Department of Sea and Shore Fisheries of the State of Maine extends its thanks and compliments.

Richard E. Reed

Commissioner

Fish Species	Total Pounds	Total Value	Shell Fish Species	Total Pounds	Total Value
Cod	5,947,117	\$ 369,348	Scallops	105,308	\$ 40,017
Haddock	2,207,494	162,978	Crabs	258,235	11,620
Hake	5,556,137	309,816	Clams	25,231,883	776,366
Pollack	4,405,959	187,253	Lobsters-Maine	19,129,019	7,938,542
Cusk	296,379	. 16,152	Lobsters—Canadian	1,634,290	702,744
Redfish-Rosefish	27,806,599	1,042,747	Mussels	12,016,415	60,940
Flounder	2,821,980	151,375	Shrimp	554,299	27,714
Halibut	21,031	3,627	Quahogs	1,770,440	56,701
Shad	637,620	32,901	Miscellaneous	115,570	6,708
Whiting	4,225,167	125,446	TOTAL SHELL FISH	60,815,459	\$ 9,621,352
Mackerel	1,640,444	82,524	Other		
Tunafish	404,761	89,047			
Alewives	539,376	8,090	Livers	288,969	\$ 14,448
Herring	79,140,230	1,111,694	Blood & Sand Worms	868,672	95,359
Salmon	8,261	4,130	Sea Moss	500,000	10,000
Smelts	752,618	156,770	Miscellaneous	11,246	1,059
Miscellaneous	397,423	15,472	TOTAL	1,668,887	120,866
TOTAL FISH	136,808,596	\$ 3,869,370	GRAND TOTALS	199,292,942	\$13,611,588

MAINE DEPARTMENT OF SEA AND SHORE FISHERIES . AUGUSTA. MAINE

WHERE DEPENDABILITY COUNTS



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... even though danger may seem imminent, with decks awash and white spray flying, ships that plough the sea properly powered reach the calm of port safely, easily,

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engine of doubtless dependability-one with the stamina to operate continuously and efficiently under all loads and conditions. They want a compact unit, simple to operate, with more power in less space and low operating and maintenance costs. These are among the many outstanding advantages found in Enterprise Diesels.

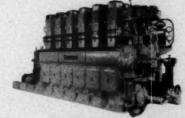
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Saved \$800 when a month when GM Diesels took over

The "Pine Cat" and the "Coeur d'Alene" have one of the toughest towing jobs in the book-log-booms up to 5 million feet. Sometimes it takes an hour or two at top throttle just to start the tow moving.

Steam used to be the power. That meant refueling the tugs midway on each trip, and called for expensively prepared wood fuel. Now it's GM Diesels. And the boss doesn't hesitate to say it's saving \$800 a month.

That's the kind of results we hear from all over, because GM Diesel power is steady, lugging, 2-cycle pull with power at every downstroke of the pistons. It's power that's packed into a clean-design engine that's brawny but not bulky, and requires little maintenance.

Boatowners in every kind of operation are turning to these engines. So if you're planning to build or repower, let us tell you about the GM Diesel engine.



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Diesel Marine & Equipment Corp. NEW YORK, N. Y.

Paxton Company NORFOLK, VA.

Johnson & Towers, Inc. PHILADELPHIA, PA.

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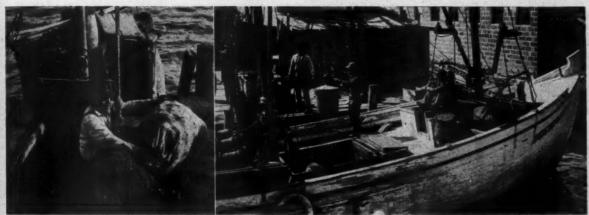
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The Fishing Industry of Apalachicola

Oyster Capital of Florida Handles Large Variety of Seafood Products



Left, an oysterman unloading at Apalachicola. Right, one of the larger boats used for deep sea fishing, oystering and shrimping.

ROM its birth, Apalachicola, Florida has known practically no industry other than fishing around which its existence is centered. Although during the 1830's it developed into a shipping point for cotton, that phase of its activities soon passed and now it is widely known as Florida's oyster capital. Apalachicola is a port of entry and the seat of Franklin County. It is situated at the mouth of the Apalachicola River

Apalachicola is a port of entry and the seat of Franklin County. It is situated at the mouth of the Apalachicola River about 150 miles southeast of Pensacola on the Gulf of Mexico, and is bounded by Apalachicola Bay. With adequate rail, water and air transportation connections to invite domestic and foreign trade, fisheries still remain the principal industry. Its oysters are famous throughout the fouth, and local experts regard them as the best grown south of the Virginia capes.

The principal towns of Franklin County are Apalachicola and Carrabelle. Both are given over almost exclusively to fishing and together account for the largest proportion of the County's catch. In the protected waters of St. George Sound on which Carrabelle is located, and adjacent to Apalachicola Bay, there are estimated to be more than 10,000 acres of oyster beds which produce about 90% of Florida's yield of the bivalve. Though small, the oysters are tender and delicate in flavor. The spawning season runs from March to November.

The beds are diligently farmed. Oyster shells, or shucks are dropped on them to provide young oysters with anchorage. To destroy the starfish and the burrowing mollusk, enemies of the oyster, the beds are raked periodically with cotton mops attached to long drags or lengths of chain. The oyster beds, in the early days, were privately owned and the fishermen built watchtowers to protect their holdings with powder and ball. Today all oyster beds are owned by the State, and are farmed out by lease to the oyster fishermen.

Apalachicola is also one of the centers of shrimp fishing in Florida. At sunset, the fishing craft with nets drying at the masts, and thousands of screaming gulls feeding on shrimp heads cast overboard, are a frequent sight. The packing houses dot the riverfront and long after dark are busy cleaning and preparing oysters, shrimp and other fish products for shipment to all parts of the United States.

The growth of Apalachicola and Carrabelle has been slow but sure. Unlike many other Florida towns, they have never experienced a building boom or bust, for they have always remained stable through their fishing industry. In 1840, Franklin County had but 1,000 population. Today it possesses 8,000 of which Apalachicola has 3,813 and Carrabelle 2,357. In 1910, Apalachicola had 3,065. It has grown slowly but it has never suffered a depression in population or in its fishing industry. Its people are almost entirely native-born, and represent an outstanding example of generation after generation following in the steps of their fathers, in the fishing industry. Today

Apalachicola has 22 wholesale seafood establishments and Carrabelle has three.

Last year Franklin County was represented in the fish census of Florida with the following list: food fish, 1,839,675 lbs.; non-food fish, 12,000,300 lbs.; shellfish, 126,764 gals., and shrimp and crabs, 2,221,435 lbs. The food fish were primarily mullet with grouper, red snapper, gray sea trout and other species following in order. The non-food fish were 12,000,000 lbs. menhaden and 300 lbs. trash fish. Oysters were the only shell-fish. Shrimp totalled 1,569,457 lbs. and blue crab 651,978 lbs.

The oysters from Apalachicola and Carrabelle are sold almost exclusively as shucked meat. The meat is removed from the shells in shucking houses and there are from 150 to 300 oysters to the gallon. Some oysters still are shipped in the shell and some are canned.

Although Apalachicola engages in shrimp activities almost the year round, the heaviest production takes place in the late Summer and Fall, usually from August through December.

Summer and Fall, usually from August through December.

The shrimp are taken by small trawlers which drag bag-like nets along the bottom. Cast netting is fast disappearing. There is a State law, passed in 1941, which allows only the use of a 60' net for catching shrimp. And since the conservation officers have jurisdiction nine miles into the Gulf, the shrimp fishermen are held to the strict accounting of the law.

men are held to the strict accounting of the law.

Apalachicola and Carrabelle, although comparatively small towns and showing no great increase in population, will remain in the future, as they have in the past, important fishing centers on the Gulf Coast of Florida.

Apalachicola tongers harvesting oysters in a medium size craft.



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Review of Recent Fisheries Law Suits

By Leo T. Parker, Attorney at Law

ALL persons and corporations engaged in catching, taking and packing of fish and seafoods must solve important and complicated legal problems, or respond in heavy liability. Ability to solve these problems frequently results in saving payment of damages, lawyer fees and other associated expenses.

With this legal information so easily available, readers may avoid similar legal controversies, and also these new citations may be used to win favorable verdicts. Those who desire all the details of any of these citations may, by referring to a specific citation, obtain and read the complete case in any good library.

Fishing Not a Process

Many State laws specifically exempt from taxation all merchandise used in the production, by processing, of other merchandise for sale. Modern higher courts consistently hold that the word process means to subject material to a process of manufacturing, development and preparation for the market; and to convert into marketable form, as livestock by slaughtering, grain by milling, cotton by spinning, milk by pasteurizing, fruits and vegetables by sorting and repacking.

According to a recent higher court decision, catching fish in a net is not a process. Therefore, fishing equipment is taxable, and there is little use in expending money to contest such laws.

For example, in Huron Fish Co. v. Glander, 67 N. E. (2d) 546, reported August, 1946, a State law, providing that no use or sales tax shall be collected on merchandise used to produce tangible personalty for sale by processing, was litigated.

tangible personalty for sale by processing, was litigated.

A fishing company contended that no sales or use tax should be collected on its equipment, such as nets, used in the fishing industry. This company stated that the principal use of its property is for the purpose of catching fish, and that each net is so constructed of mesh of graduated sizes as to permit small, unmarketable fish to escape while the net is still in the water. Thus it was argued that sorting, as well as catching, is in progress during the entire period the net is submerged, and that this combination constitutes processing.

The higher court refused to agree with this contention and compelled the company to pay taxes on its equipment.

Must Prove Agency

It is a well established law that a person not specifically authorized to represent another cannot legally represent him in any business transaction. This rule also applies to lawyers.

For example; in Friedman v. Booth Fisheries Corp., 39 Atl. (2d) 761, it was shown that certain stockholders wrote letters to Booth Fisheries Corp. objecting to a merger.

In this case the testimony showed that Booth Fisheries Corp. is the surviving corporation under a merger agreement between itself and a wholly owned subsidiary, The Booth Corp.

The higher court held that the sending in of a proxy, marked to vote stockholder's shares against the proposed merger did not constitute a written objection within a State statute which requires written objections. The court also held that a written communication objecting to a merger must be given by or on behalf of a stockholder and by one specially authorized.

Also, this court held that an attorney at law must have positive authority to represent stockholders, the same as anyone.

Implied Contract

There are two kinds of contracts, namely: express and implied. An express contract is one where the terms are stated in words. An implied contract is one whose terms and the obligations of the parties are implied. Thus, an implied contract "is inferred from the conduct, situation, or mutual relations of the parties, and enforced by law on the ground of justice". Courts imply that one who performs valuable services for another is entitled to receive reasonable payment although no promise was made.

For example: in Medina v. Van Camp Sea Food Co., Inc., 171 Pac. (2d) 445, reported October, 1946, the testimony showed facts, as follows: One Medina was the owner of the tuna boat Queen Mary, which, with other boats, was fishing in waters off Central and South America, on December 8, 1941, when the boat owners received orders, via radio, that all of these boats were

to be requisitioned immediately by the United States Government. The disposition of the fish then on board presented a problem. So the Queen Mary delivered to canneries the following quantities of fish and shark livers: Off the Anna M., 81.562 tons; the Europa, 79.865 tons; the Emma R. S., 85.594 tons; and the Aso Joao, 45.6595 tons. The boat owners were paid about \$150 a ton for the fish and \$1.50 a pound for the shark livers.

The expense of the Queen Mary in making a round trip between San Diego and the Canal Zone was \$12,000. Her capacity was 300 tons, so the expense per ton averaged \$40.

Medina sued the owners of the various boats whose fish was transported to the canneries. In holding Medina entitled to collect from the various boat owners several thousand dollars for transporting their fish, the higher court said:

"Thus defendants (boat owners) reaped a benefit from the services of plaintiff (Medina) which benefit was evidently contemplated when the fish were transferred to the Queen Mary for delivery and sale in San Diego. Thus defendants have profited from the transaction to the extent of the market value of the fish and shark livers and the plaintiffs have received nothing. . . Where one performs for another, with the other's knowledge, a useful service of a character usually charged for, and the latter expresses no dissent, or avails himself of the service, a promise to pay the reasonable value of the service is implied."

Discriminations Render Law Void

All State laws are void which impose burdens on some of the citizens of the State not imposed upon other citizens of the State under practically similar conditions. In other words, there is no just basis for discriminations in State laws and they violate the Fourteenth Amendment of the United States Constitution.

For example, in Caldwell v. Mann, 26 So. (2d) 788, reported August, 1946, suit was filed by many fishing companies to prevent Florida State officials from enforcing a State law that prohibits any individual or company to have in its possession, buy, sell, offer for sale, or ship any fresh or freshly salted mullet or mullet roe, between December 1 and January 20.

The higher court held that a State law is valid which prohibits the buying, selling or possession of mullet, or other fish, within a certain period each year in counties which border on salt waters of the State. This court said:

"We hold that the enforcement of the Act in those counties which border on the salt waters of the State, and therefore have within their borders fish which it is the purpose of the Act to protect, is not contrary to the constitutional rights of the party or person engaged in the business of selling fish in those countries."

However, the court held that this law was rendered void by an amendment or addition that eliminated certain non-coastal counties not having mullet to protect, while permitting the law to operate in other noncoastal counties similarly situated.

Oyster Decision Remanded

In the October, 1946 issue of Atlantic Fisherman this author reviewed a higher court decision in which the court held that food tested by smell or appearance is not adulterated or decomposed although apparently so, thus reversing a previous decision by a district court.

The case, 145 Fed. (2d) 462, concerned the alleged adulteration of two shipments of canned oysters which Government officials condemned following a test by the sense of smell.

officials condemned following a test by the sense of smell.

The packer proved that oysters taken from mud bottoms have a different odor from oysters taken from sand or reefs. So the higher court held that he could sell the oysters.

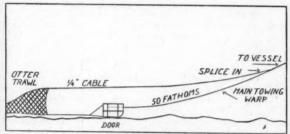
Since we published that decision, however, a rehearing was held following petition by the Government. At this rehearing the court concluded that in properly interpreting the intention of the Food, Drug and Cosmetic Act, "there was substantial evidence to warrant the finding of the trial court that the oysters were in part decomposed. The decree of condemnation entered thereon was therefore correct. The judgment heretofore entered herein is set aside and the judgment appealed from is affirmed."

New Trawling Rig on Dual-Purpose Boat

NNOVATION and technical progress never seems to stop out in the Pacific region, where practically every type of combination fishing vessel has been designed to produce a ship that can operate 12 months each year and in Northern or Southern waters.

Latest and one of the most ingenious fishing vessels is the Kiska, combination tuna boat and dragger built at the Astoria, Oregon shipyards of Columbia River Packers Association, Inc. for Capt. Ralph Horne, widely known Columbia River builder and operator of fishing vessels.

The Kiska was designed with two purposes in mind, to find and fish tuna and to be used as a dragger in very deep water. Capt. Horne has incorporated daring ideas that only time and experimentation will prove. Working with architect Adolph Lindstrom, he has packed into a husky 76' x 22' x 10' hull a 75 ton hold and the full gear required for quick-freeze and dry-



Cable arrangement of new high opening otter trawl.

freezing storage of tuna, as well as trawl-caught fish from 250 to 300 fathoms down. He believes in trying to go deeper with a bigger trawl than ever before put on a boat of this type, hence most of the innovations on the Kiska are Capt. Horne's own "Patents". Trawl fishing at these depths off the Pacific Coast is a heretofore unheard of stunt, but with his high opening net and 450 fathoms of 9/16 galvanized wire rope on his drums, he expects to go down successfully 1800' to where the fish are plentiful.

Capt. Horne's net is rigged to allow a higher opening than can be obtained on any of the nets now in common use. Headrope floats that usually give trouble under the tremendous pressure of deep water are dispensed with entirely. To keep the headrope up to the full height of the net, quarter-inch barrage balloon cable is spliced into each of the towing warps 50 fathoms up from the door. The other end of each of these cables is secured to the respective ends of the headrope at the corners of the net. This arrangement serves to keep the head-



76' "Kiska", used for Pacific Coast tuna fishing and dragging.

rope up and the net open due to the upward sweep of the warps. A real departure from the customary rig is used in attaching the doors to the footrope only by means of the door leg lines.

Although specific details on the construction of the net are not available, it is certain that the net must be built with an extra large width of belly wedge and with plenty of height, on the wings to give it fullness. Capt. Horne's net stands 36' high at the wings and the headrope rides out in front of the footrope about 60 meshes at its midpoint.

The Kiska is stoutly framed with sawn Port Orford cedar, 7" x 9" on but 18" centers, which gives a framing layout of almost 50% of the total area of the hull's length. Douglas fir planking 2½" thick is spiked to the cedar framing. Deck beams are 6" x 8" and 8" x 10" at strategic spots.

Deckhouse for the crew of 8 and galley occupies a relatively

Deckhouse for the crew of 8 and galley occupies a relatively short space far forward, over the engine room, and small pilot house and captain's quarters are atop this area. The entire after 55% of the vessel's length is clear deck to give, plenty of working space. Trawl winches are set at each side of the after portion of the deckhouse and small metal platforms for pole fishing are folded against the railing aft.

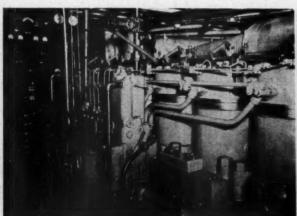
Main propulsion consists of a compact Fairbanks-Morse, 2 cycle, Model 35, 6-cylinder Diesel equipped with full pilot house control, including repeating tachometer, air gauges and an automatic alarm system on lube oil and cooling water circuits.

When used for tuna fishing a removable bait tank is fitted aft, connected to the refrigeration lines and water circulating system. When conversion to trawling is required, it is a matter of minutes to disconnect the bait box and hoist it to a convenient spot on the deck.

a convenient spot on the deck.

Two brine wells are fitted for dry-freezing the catch, either as a trawler or a tuna boat, and the frozen fish stored in the heavily coiled fish hold aft, which is similar to the clipper or seiner fish holds. Refrigerated dry storage is placed at about 75 tons, either with or without crushed ice. Trawl caught fish

(Continued on page 36)





Left, the 240 hp. Fairbanks-Morse Diesel in the "Kiska"; right, the trawl drum set alongside the house.

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Radiotelephones Aboard Fishing Boats

Installation, Function and Benefit Described by Clifford A. Harvey*

AYBE you have had a very successful trip fishing miles offshore and have allowed just enough time to get back to home port before the high winds which are predicted have a chance to come up. At any rate, when the crankshaft breaks down or the ignition system gives up you certainly are glad that you can pick up the handset on your marine radio-telephone and secure assistance either directly from the Coast Guard station or with the help of the nearest Bell Telephone land station.

Radiotelephone service for small boats was inaugurated about 15 years ago and is known as the coastal harbor service. By means of it, if within range of a shore station, you are able to talk from your boat indirectly with any telephone in the world that is connected with the Bell Telephone System. It is also possible with the same set, on slightly different frequencies, to talk to any other boat so equipped, a Coast Guard Station in case of an emergency and various other radio stations offering different types of service.

At numerous points on the East Coast, the Southern Coast facing the Gulf of Mexico, the West Coast, the Great Lakes and along the Mississippi River are radio transmitting stations operated by the various telephone companies affiliated with the Bell Telephone System. These stations all transmit within a frequency range of approximately 2500 to 2600 kc. They are maintained for the purpose of establishing communication by voice with vessels up and down the coast and operating within the harbors.

System of Shore Stations

These shore telephone stations are so located and have their receivers so placed on shore that a boat having, for instance, a 50 watt marine telephone set aboard could start from Maine and cruise down the coast around the Florida Peninsula and along the Southern Coast to Mexico without once being out of radio contact with the shore. There are stations located at Boston, New York, Norfolk, Charleston, Miami, Tampa, New Orleans, and Galveston. These shore stations have, on the average, 400 watts of power and they can usually transmit farther than a 50 watt set on board a vessel.

In order to extend the range of your 50 watt transmitter, remote receivers which are located 100 miles or more up or down the coast from the shore transmitting station are often used. In the Boston area the shore station is actually located about 30 miles south of Boston at Green Harbor, Mass.

It was found that adequate service could not be given boats operating off the northern Maine coast because the Green Harbor station could not hear the low powered boats, although the boats could hear the station very satisfactorily. To remedy this situation a remote receiver was installed at Seal Harbor, Maine and this receiver connected by telephone lines to Green Harbor. Now when a boat off the coast of Maine wishes to place a telephone call the signal from the boat is usually received at Seal Harbor although the transmission is made directly from Green Harbor, Mass.

While the shore station operates between 2500 and 2600 kc. the ships transmit on frequencies between approximately 2100 and 2200 kc. Because this telephone service is carried out by means of radio frequencies which are not much different from those used on the regular broadcast or entertainment bands they are subject to the same troubles and vagaries. You will find that radio conditions vary from day to day, from day to night, and with the seasons of the year.

Atmospheric conditions, particularly in the Summer, often limit the range over which a satisfactory telephone conversation may be carried out to a surprisingly low figure. On the other hand, reception and transmission is seldom better than on cool, crisp Fall and Winter evenings. Because the system and service actually is accomplished by radio, the sets are subject to all the associated ills, such as thunder storm static, noise caused by electric motors, your engine's ignition system, or by some faulty electrical device.

Three very important points affecting your marine telephone set are: (1) proper installation, (2) selection and installation of the ground plate and the antenna, and (3) correct use of the radio equipment itself. Proper installation has to do with the space selected for the radio equipment from the standpoint of usefulness and ease of operation as well as the quality of the installation man's work in first connecting it and making it ready for service. It also concerns the selection of the actual antenna and ground components plus the workmanship with which they are installed and connected. Proper use of the equipment means keeping in mind the limitations of the equipment and of the radio frequencies employed and having a suitable appreciation of what actually goes on when your telephone call is placed.

Installation of Equipment

Considerable care should be given to the actual mounting of the radio set. Some units are designed for bulkhead mounting and, therefore, need occupy no table space. It should be located in a protected part of a cabin or a sheltered area so that in the event of bad weather it will not be open to spray or high wind. If, for any reason, it is to be subjected to severe vibration it should be suitably shock mounted, otherwise it may be bolted firmly to the bulkhead. The power wires connecting it to the ship's battery or power source should be run in a workmanlike manner preferably in a shielded conduit or pipe with all joints at the radio set and at the battery clean and tight.

The antenna and ground connection are very important for a properly functioning radio set. A correctly installed ground plate should be used with every marine telephone whenever possible in order to increase the transmitting range of the set and also to eliminate various electrical noise from the receiver itself. This ground plate may consist of a piece of soft copper sheet, approximately 12 square feet, nailed to the hull below the water line and connected to the radio set by means of a heavy copper braid.

Perhaps the most effective type of marine antenna is a single wire 75' to 100' long running vertically. Since this is hardly practical a compromise must be effected. A very good antenna is made in the form of a "T" with the top horizontal portion being possibly 20' long and the vertical portion being 20' to 40' long. This operates well and gives good range. It does, however, assume that two masts are available. On small boats having no masts a vertical, self-supporting whip antenna has been used with good results. Probably the best type of the short antennas is the center loaded type which, if properly constructed, gives a considerable gain over an equivalent whip type of the same height. These short antennas must be used with load coils which either are built into the equipment or are used externally.

Squelch Circuit

One feature of the receiver of most radiotelephone sets is a background noise eliminating device known as a squelch circuit. During stand-by periods whenever the receiver is turned on but is not receiving any shore station it does receive miscellaneous background and atmospheric noises. In most communication receivers, therefore, a squelch circuit is provided which will electrically silence the receiver if there is no station being received. If the squelch circuit is properly adjusted the sensitivity of the receiver is not materially decreased. As soon as the shore station turns its carrier on, the squelch circuit automatically is disconnected and the receiver becomes operative to receive any messages.

Although the squelch circuit operates to differentiate between a carrier signal and the background noise normally received in the absence of any carrier signal, it does not differentiate between a call made directly to your boat and all other calls broadcast from the shore station. There is such a device, known as a selective ringer, which may be attached to a set.

With a selective ringer all calls are made to your boat, not by actually calling the name of your boat or its call letters, (Continued on page 35)

Vice-President of Harvey-Wells Electronics, Inc., Southbridge, Mass.

29' Lobster Boat Design

The accompanying picture and plans are of a 29' lobster boat, the Sow'wester, designed by Ralph E. Winslow, naval architect, 39 Ridgeway Drive, Quincy, Mass. and now being built as a standard model by Northeast Shipbuilding Co., Front St., Scituate. Mass.

Prepared after consultation with many lobstermen, the plans contain ideas expressed by them as being ideal. Thus the architect has designed a true lobsterman. It has a beam of 9'4\fo/2'' and a 2'10\fo/2'' draft. The engine, located forward in the raised deck portion of the hull and completely protected from the weather although easily accessible, may be either a 75 hp. Chrysler Ace with 2:1 reduction or a 75 hp. Gray Six-226 with 2:1 reduction and a V-belt drive for operation of the winch.

The boat has a 19 x 16 propeller fitted with a protective cage of 3/4 x 1/4 bronze bands.

The exhaust pipe is 2" galvanized pipe with the section through the pilot house covered by a 3" galvanized pipe water jacket. Under the ½ x 2¾ pine after deck are two fuel tanks of 60 gals. total capacity. After deck beams are sided 1½" and moulded 2½".

Two coats of Cuprinol preservative are applied to the hull during construction. The 13' cockpit is watertight, self bailing and, with a flush hatch, is free of all obstructions. Cockpit beams, moulded 23/4" at center and 21/4" at ends, support caulked pine 7/8 x 21/2 decking. The pilot house port side window is in halves with the upper half arranged to open outward and up while the starboard window is fixed. Forward decking is 9/16 plywood or 3/4" t & g pine covered with No. 10 canvas and laid on 1-1/16" sided, 21/2" moulded beams with slightly heavier beams at critical points. The bitt is 4 x 31/2.

The keel is sided 4" with a 7/8 x 4 shoe. Frames are moulded 1-5/16", sided 1-5/16" and spaced on 9" centers. The stern post is 1-5/16" thick and bolted through the keelson and to the floor. The shelf is $1\frac{1}{2}$ x $2\frac{1}{2}$; clamp, 1-5/16 x 4; ceiling, 7/16 x $2\frac{1}{2}$ 4 t & g; and bilge stringers, 1-5/16 x $2\frac{1}{2}$ 4. All planking is 7/8" thick.

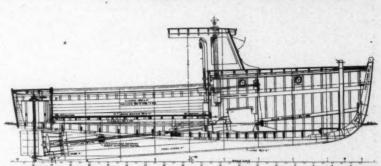
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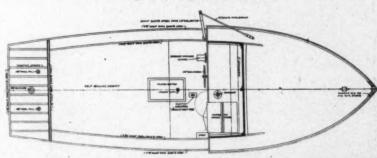
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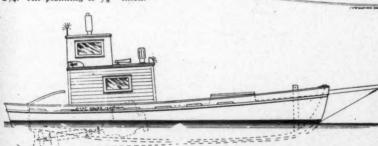


29' lobster boat "Sou'wester" designed according to ideas suggested by lobstermen, and built by Northeast Shipbuilding Co.

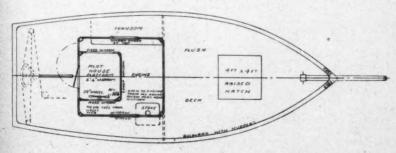


Above, inboard profile and, below, arrangement plan of 29' lobsterman "Sou'wester" designed by Ralph E. Winslow.





Outboard profile and arrangement plans of the 30' clamming boat designed by William J. Deed.



Clamming Boat Design

The unusual small boat design shown at the left comes from William J. Deed, naval architect, 154 Nassau St., New York 7, N. Y. These plans were developed for William Kaiser of Bay Shore, N. Y. and Connelly's Shipyard, Patchogue, N. Y. to be used in building clam tonging boats for operation in shoal waters.

With a length of 30', a 12' beam and a draft that varies from 2' to 2½', depending upon the engine and propeller used, the lines are smooth with a round bottom for carrying capacity. A Ford V-8 conversion would give the boat a speed of 10 mph.

The pilot house floor is a platform, open on three sides into the cabin-engine room, while the pilot house window arrangement calls for fixed windows on each side and a drop window in front. Engine controls and the wheel are located on the starboard side of the platform. Within the deckhouse, which has a hinged window port and starboard, are a 70 gal. fuel tank, a range and a transom extending under the deck. Freeboard to the flush deck is only one foot and forward on the deck is a 4' x 4' raised hatch over the hold.

Great Lakes Fishermen Suffer Net Losses

The recent thaw which broke up a major part of the ice on Green Bay caused Great Lakes commercial fishermen an estimated loss of nearly \$100,000 in nets and equipment. The greatest damages were suffered by fishermen from the area around Little Sturgeon Bay to Sherwood Point, and up the west side of the Door Peninsula from Sturgeon Bay to Little Harbor, Egg Harbor, Fish Creek and Ephraim. Some fishermen lost as many as 100 gangs of nets.

Efforts to salvage the nets, some of which were strung underneath the ice when the Bay froze over in December, were seriously hampered by cold weather and high winds. Two small planes were called into service to fly fishermen to the moving ice to pick up nets and fish, but this effort had to be halted on January 20, when a heavy blow came up out of the northwest.

The majority of the nets were gill type, with a length of 300' and depth of 24 meshes.

Association Seeks Smaller Mesh Size

The Menominee County, Mich. Commercial Fishermen's Association, which met at Menominee Beach house recently, urged a change in conservation laws to permit the use of $2^3/8''$ mesh for nets, and also requested stricter enforcement of the present mesh size law until the change is made. The Michigan House of Representatives already has passed a bill permitting $2^1/4''$ mesh gill nets for herring fishing under ice in Lake Superior and Whitefish Bay, instead of the $2^3/8''$ mesh formerly required.

The Association recommended that fishermen be permitted to take smelt in open waters in gill nets, and heard a report from E. M. Tucker of the Michigan Conservation Department, who revealed that the Department has ordered 4 patrol boats, one of which will be assigned to Green Bay. The organization expressed itself as favorable to a treaty between this country and Canada for joint control of fishing on the Great Lakes.

Smelt Making Comeback at Escanaba

Smelt are making their strongest comeback in five years at Escanaba, Mich., where production averaged over 1,000 lbs. daily the middle of January. Clarence Schwartz netted 300 lbs. of smelt in waters off Sand Point over the week-end of January 18. He caught 200 lbs. on the eighteenth and 100 lbs. the following day. The fish were taken in gill nets set beneath the ice, and sold for 9c a pound.

Peshtigo Harbor fishermen reported the best catches in years, but the fishing region there was just out of reach of the ice shelf the latter part of January.

Lake Superior fishermen expect that smelt will enter that area through the locks' canal this Winter. Some evidence of this is occasioned by a recent catch of smelt near Brimley, Mich. However, no sizable catches of the fish have been reported in the Lake Superior region.

Marquette Fishermen Catching Herring

Commercial fishermen are taking ton to ton and one-half lots of herring in open water off Marquette, Mich. on Lake Superior. If ice does not pin tugs to their moorings, open water netting operations will continue, as the shore ice in the area is too thin for ice fishing.

Producers Association Reorganized

Great Lakes commercial fishermen met at Traverse City, Mich. on January 20 and 21 to reorganize the Michigan Fish Producers Association. The group plans to hold a convention in June, at which time officers and directors will be elected and a plan of action adopted.

Temporary officers named were as follows: president, Earl Carlson, Northport; vice-president, Ray Adair, Munising; and secretary-treasurer, Claude VerDuin of Grand Haven. Joseph Arvilla of Charlevoix was named a director.

Whitefish More Plentiful

Matt Patterson, supervisor of commercial fishing operations for the Wisconsin Conservation Department, has reported that there was a substantial increase in the Green Bay herring har-



The 55' tug "Iva T" owned by Arthur L. Tucker of Benton Harbor, Mich. She uses Gold Medal nets.

vest during the final quarter of 1946. The value per pound for whitefish is higher than for any other commercial species taken in Wisconsin waters.

Charles A. Braeger Dies

Charles A. Braeger, 55, Milwaukee, Wis. commercial fisherman, died on January 3. Mr. Braeger, who began fishing Lake Michigan waters for perch, trout and herring at the age of 14, owned a 50' Diesel powered fishing tug, and sold his fish to wholesale dealers in Milwaukee and Chicago.

Fishery Products Elects Gruber

The board of directors of Fishery Products, Inc., Union Commerce Bldg., Cleveland, Ohio has announced the election of Robert J. Gruber as president and managing director. Mr. Gruber was formerly National seafoods buyer and seafoods merchandising manager of the Kroger Co.

Alabama Oystering Operations Curtailed by Price Dispute

Officials of the Mobile Bay Seafood Union announced on January 16 that they had rejected an offer by the Mobile Bay Seafood Dealers Association to compromise their 10-day-old disagreement by putting into effect a price cut of 50c, instead of the \$1 reduction first proposed by the dealers. Oystermen disputed dealers' claims that a general reduction in oyster prices throughout the country necessitated the decrease, and persisted in demanding the full price of \$3.75. A large percentage of the oyster boats continued to operate during the dispute selling their catches to buyers not affiliated with the Dealers' Association.

Funds for Oyster Shell Planting

Under a lease recently signed by Governor Chauncey Sparks a Mobile sand and gravel firm will be allowed to dredge dead oyster shells and deposits in the upper Mobile Bay region, with the revenue derived therefrom to be used for planting oyster beds in the lower portion of the Bay on present reefs or in areas suitable for bivalve production. The lease will make available from \$40,000 to \$75,000 each year for seafood improvement, and marks the first time that sufficient funds have been on hand for any appreciable amount of oyster shell planting.

Oystermen to Continue Culling

As the result of protests from the oyster industry regarding enforcement by the Alabama Conservation Department of a 40-year-old oyster culling law, oystermen, dealers and the Department met recently and agreed on modifying the culling requirements. The regulation now calls for "reasonably well picked" oysters.

Takes Prize Oyster Clusters

Capt. Willie Ladnier of Mobile brought in two clusters of oysters recently which were more than 5' in breadth and weighed over 8 lbs. The clusters, tonged in Portersville Bay from a 30' barge, were the largest ever taken by Ladnier, and yielded approximately 3 quarts of oysters. One cluster consisted of 13 oysters, while the other had 22 on it.

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Louisiana Plans Survey Of Oyster Mortality

Plans for a triple survey to determine and eliminate the cause for the increasing mortality of oysters in Louisiana waters were announced recently by Commissioner Luther S. Montgomery of the Wild Life and Fisheries Department, who has appealed directly to the Secretary of the Interior for the services of Federal biologists and for use of the Government's extensive laboratory equipment at Pensacola, Fla.

Oil companies operating in areas where oil well waste may be affecting the oyster reefs have been urged by the Louisiana Stream Control Commission, of which Commissioner Montgomery is ex-officio chairman, to take all possible measures to guard against stream pollution. Representatives of the companies have agreed to aid in the study, and are adopting measures to safeguard against unnecessary pollution of oyster waters.

Commissioner Montgomery has applied to the State Board of Liquidation for \$31,290 to be used in the study during the remainder of this fiscal year, and has asked for an additional \$35,580 for the ensuing fiscal year. From this appropriation Montgomery hopes to employ a scientist to be assigned specifically to the study, to secure and man two boats to be used in the survey, and employ additional personnel for the work.

Four Trawlers Change Hands

The Coast to Coast Seafood Co., a newly organized Morgan City firm, has purchased the 65' trawlers North Sea, North Star, South Sea and Southport from Lewis Hardee, owner of the Colonial Shrimp Co., Berwick. Victor Guarisco, George Burgess and Joe Giordano are the owners of the new firm.

Crab Trawling Banned

Trawling for crabs in Louisiana was banned effective February 1 under provision of an order issued by Wild Life & Fisheries Commissioner Montgomery. Montgomery stated that crab production has declined seriously during the past several years, and attributed this to the catching of young crabs outside of the regular waters of the State.

Cooperative Fleet Has Grown Rapidly

The fleet of the Twin City Fishermen's Cooperative Association, Inc., Berwick, has more than doubled in size since operations started last year. Twenty independently owned trawlers and six boats of the Pacetti Fish Co. fleet unload their catches at the Association's plant. Much new equipment, including new conveyors, recently was installed.



The 53' shrimper "Miss Abbeville" owned by E. J. Pacetti of Pacetti Fish Co., Morgan City, La. and skippered by Capt. Charles Stevens. She is painted with Pettit paint and is powered by a 100 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear. Other equipment includes a Columbian propeller, Gold Medal nets made by Linen Thread Co. and Willard batteries.



The 48' shrimper "Carolyn" owned and skippered by Capt. A. T. Cvitanovich of Biloxi, Miss. She is painted with Pettit paint, has a capacity of 12 tons and is powered by a 165 hp. General Motors Diesel with 2:1 Twin Disc reduction gear. The boat has a Columbian propeller and Willard batteries.

To Dredge Several Bayous

Army Engineers have allotted \$254,000 for opening of Bayous Terrebonne, Little Caillou and Grand Caillou, in conformity with an already existing Federal dredging contract in Terrebonne Parish which obligates the Government to maintain channels of certain depths and widths in the three Bayous.

Bayou Terrebonne will be dredged to a depth of at least 6' from Bush Canal to St. Louis Canal in Houma, a distance of 24.1 miles. Little Caillou will be dredged to a minimum depth of 5' and width of 40'. Dredging will extend from the intersection of Little Caillou and Bayou Terrebonne to Robinson Canal, a distance of 20 miles.

Specifications for Grand Caillou call for dredging the channel to a depth of at least 5' and width of 40', with dredging to extend from the Intercoastal Canal to Bayou DuLac, a distance of 16.3 miles.

Mexico Seizes Shrimp Trawlers

The shrimp trawlers Genie V., Siracusa, Vera Cruz and Texas Clipper, which were seized by the Mexican Government on January 7, were released on January 29. The boats were held at Port Alvaro Obregon pending action of the Federal Court on charges that the craft were fishing in territorial waters without permits.

The Genie V. is owned by the Coastal Shrimp Co., Morgan City, while the Siracusa and Vera Cruz are owned by Felice Golino, head of the St. Johns Shrimp Co., Patterson; and the Texas Clipper is owned by Frank Taylor, Port Arthur, Texas.

Mississippi Oystermen to Ask Funds for Rehabilitation

A proposal for asking the Legislature to appropriate approximately \$250,000 for the propagation of oysters was discussed at a well attended meeting of fishermen, packers and others on January 2 at the Biloxi Chamber of Commerce. To show evidence of the industry's cooperation in the program, special State legislation will be asked to permit levying of a cent a gallon tax on fuel used by seafood boats, and to allow a one-mill levy increase in coastal counties. License fees on skiffs and larger fishing boats also would be raised.

"Convoy" Damaged by Fire

The interior of the fishing boat Convoy, owned by Southern Shell Fish Co., and skippered by Dick Rogers, was damaged by fire on January 29 to the extent of approximately \$1500. The craft was docked at the Southern Shell Fish Co. Biloxi pier at the time of the blaze.

Oppose Fish Meal Plant

The majority of speakers at a recent meeting of the Biloxi Chamber of Commerce voiced objections to the proposal of H. W. Smith, Beaufort, N. C. for establishing a fish meal or menhaden plant at Biloxi. It was felt that the plant would be a nuisance because of odors which might be created, and that the refuse might pollute local waters and harm the seafood industry.

Gloucester to Advertise Fish on National Basis

Gloucester redfish dealers have pledged themselves to spend at least \$50,000 per year for a cooperative National advertising campaign to promote increased consumption of fish throughout the country. Advertising will be carried by newspapers in all the large cities of the Midwest and South, and will particularly stress the nutritive value of Gloucester redfish fillets. The campaign started February 7.

Dealers are making an effort to have boat owners, seafood workers, fishermen's unions, business firms and the City of Gloucester contribute to the fund in order to reach their goal. A total of \$29,115 had been subscribed to the fund by the end

The committee in charge of advertising includes the following: Thomas J. Grace, Gorton-Pew Fisheries Co., Ltd.; Frank Cefalo, North Atlantic Fish Co.; Robert A. Merchant, General Seafoods Corp.; and Gordon Moore, Cape Ann Fisheries, Inc. W. Harold Otis is treasurer of the advertising fund while Joaquin E. Codinha, American Fillet Co., is assistant treasurer.

"Balila" Destroyed by Fire

The 80' dragger Balila, owned and skippered by Capt. Peter Strescino of Gloucester, burned to the water's edge 26 miles east half north from Cape Henry, Va. on January 17, after several futile attempts to extinguish the blaze. Capt. Strescino and his crew escaped in a dory, and were picked up by the New Bedford dragger Molly & Jane, skippered by Capt. Harold Nickerson, which landed them at Cape May, N. J.

Gloucester Draggers in South

The Gloucester fleet fishing out of southern ports includes the following draggers: Raymonde, Olivia Brown, Pilgrim, Catherine L. Brown, Edith L. Boudreau, Puritan, Manuel P. Domingos, Superior, St. Teresa, Edith & Lilian, Joffre and Doris F. Amero.
The Edith & Lilian, Capt. Frank Rose, landed 66,000 lbs. of

croakers, sea bass, fluke and scup at Norfolk, Va. on January 16, which was considered a very good trip for Winter fishing.

Changes in the Fleet

Several Gloucester draggers are spending the Winter yellowtailing out of New Bedford, including the Evelyn G. Sears and the Marietta & Mary.

Al Green has sold the Lera G. to Nina Ragusa. The craft

will be commanded by Capt. Anthony Ragusa.

Capt. Gil Lafford is the new skipper of the Skilligolee, which berths at the Sherman B. Ruth wharf.

The new dragger Prosperity landed her maiden trip of 4,000 lbs. of fish on January 30.

"Calista D. Morrill" Freed

The 52' whitefish dragger Calista D. Morrill, which went aground on the beach at Rocky Neck early in January after her mooring lines had parted, was freed by a tug on January 9. The vessel, owned by Louis Scuda of Boston, was towed to Rocky Neck Marine Railways for repairs.

New Survey for Inland Waterway

Upholding an appeal by Essex County and Boston interests, the Board of Engineers of the War Department has recommended that a new survey be made concerning a proposed waterway between Annisquam River and Hampton, N. H. Harbor, via Plum Island Sound. The proposal calls for a channel 100' wide

Such a waterway would be of material benefit to fishing boats which use the Annisquam River, and would enable craft to fish in Ipswich Bay without being exposed in bad weather.

Fishermen's Institute Elects Officers

The Gloucester Fishermen's Institute, which held its annual meeting and election of officers on January 15, re-elected Leslie O. Johnson as president. Other officers elected were the following: Everett R. Jodrey, vice-president; Arthur S. Murch, Jr.,

New Bedford Controversy Stops Boat Unloading

Immediate prospects for settlement of New Bedford's "wire basket" controversy in the fishing industry appeared gloomy on February 4, when negotiations halted temporarily following a meeting between members of the Atlantic Fishermen's Union and representatives of the New Bedford Wholesale Fish Dealers Association, which ended in a deadlock. The disagreement, which started on January 27 with the adoption by the Union of a ruling which provided for the replacement of the 125-pound capacity wooden boxes generally used in weighing out fish with wire baskets or pan scales, caused a virtual stoppage of operations, with dealers refusing to purchase either fish or scallops. Draggers which came in after the start of the tie-up were diverted to other ports.

The Union maintains that wooden boxes vary in weight, depending on whether they are wet or dry, and sometimes con-

tain ice fragments which affect the weight.

The dealers claim that use of wire baskets or any other receptacle in an effort to find exact weight of fish is impractical, since normal dehydration causes a loss of several pounds in weight by the time fish reach their destination. They further hold that the new plan will mean more handling of the fish, resulting in lower quality, additional expense and delay in unloading and handling with no resulting benefit to justify the increased cost, and will increase the price of fish to the public.

Set Quota on Yellowtail Catches

The Atlantic Fishermen's Union of New Bedford recently set a 10,000-pound per boat quota on yellowtail catches taken on grounds west of South Shoal Lightship. Effective January 17, the new ruling will be in force until March 1, and is for the purpose of protecting the spawning grounds. Larger vessels fishing on Georges Bank may take an unlimited amount of vellowtails.

Heavy freezer holdings and depletion of inshore grounds currently are encouraging craft from other ports to go yellow-tailing out of New Bedford. New Bedford fishermen claim that this intensive fishing soon would have resulted in a scarcity

of vellowtails.

Union Officials Re-elected

Norman A. Lajoie was re-elected port agent of the Atlantic Fishermen's Union as the result of voting conducted in New Bedford during the entire month of December. Leo Barrett, who received the second highest number of votes, was automatically elected delegate.

"Minnie M." Sinks

The 39' dragger Minnie M., owned by E. C. Dillingham of Brewster, sank during rough weather on January 12 between one-half and three-quarters of a mile west of the closed Monomoy Lifeboat Station. No trace has been found of Leon Long and Clyde Eldredge, who were aboard the craft, and they are presumed to have drowned. The vessel will not be salvaged.

Fishermen of the area claim that the two men probably could have been saved if the Monomoy Coast Guard Station

had been open, and plan to request this action.

"Shannon" Freed from Ledge

The New Bedford dragger Shannon, which went aground recently on Middle Ledge near Broadway Channel, Woods Hole, was freed early in January after temporary repairs had been made. The crew was rescued by a Coast Guard craft. The Shannon is owned by Shannon, Inc., New Bedford, with Julius Kivowitz the principal owner.

treasurer; and Rev. Orien E. Dice, clerk and chaplain. Arthur S. Murch, Jr., Frederick McG. Bundy and Addison G. Brooks were named as trustees.

Fred A. Grant Dies

Fred A. Grant, 78, well known in the Gloucester fishing industry for many years, died on January 7. Mr. Grant had been manager of the C. F. Mattlage Co. plant for a score of years.

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Maine Sea Moss Industry Has Good Outlook

A recent survey of the coastline of Waldo, Hancock and Washington Counties revealed large resources of sea moss that could provide employment and sizable earnings for many persons, according to the Sea and Shore Fisheries Department. Results of the study indicate that moss exists in considerable quantities in several areas which previously were not considered favorable for its growth.

Predicting that the market for sea moss would expand steadily, the Department advised coastal residents to seriously consider the possibilities of this growth. At the present time one large sea moss processing plant is operating at Small Point Beach, near Bath, and the Kraft Cheese Co. has announced plans to establish a plant at Rockport.

Clam Flats Reopened

As the result of a re-survey of 58 closed clam areas now being jointly conducted by the Sea and Shore Fisheries Department, the Department of Agriculture and the Sanitary Water Board, the no digging line on the Kennebec has been advanced up-river several miles. Now all areas are open to the mouth of the river below a line drawn in an easterly direction from Parker Head to the opposite shore at Marrtown in the town of Georgetown. This ruling is in effect from November 1 to April 30 of each year, when the line will revert back to its original position.

The provisions of Closed Area No. 21, which includes sections

The provisions of Closed Area No. 21, which includes sections of the Sasanoa and Back Rivers and Hockomock and Knubble Bays in Lincoln and Sagadahoc Counties, have been totally rescinded, and these areas are now completely open.

Commissioner Recommends License Fees

Speaking before the Rockland Rotary Club on January 17, Sea and Shore Fisheries Commissioner Richard E. Reed called on the Maine fishing industry to share the costs of his Department to a greater extent through license fees, and recommended an economic survey of all possible outlets and methods for marketing fishery products.

Reed told of a proposed bill to restore the clam industry, calling for yearly licenses as follows: diggers, \$3; shucking houses, \$5; processors, \$50; resident shippers, \$35; and nonresident shippers, between \$100 and \$200.

The Commissioner urged that action be taken to discover the cause for the disappearance of scallops, and also recommended complete revision of fishing laws in order to simplify enforcement.

"Jeanne D'Arc" Is Rockland High-Liner

High-line dragger for the port of Rockland during the year 1946 was the Jeanne D'Arc, owned by F. J. O'Hara and commanded by Donald Smith, who is the present skipper, Carl Reed and Charles W. Carver. Her total gross landings under the three skippers amounted to 2,339,843 lbs. of redfish and mixed ground-



32' lobster boat owned by Lawrence Newman, Manset, Me. She was built by Southwest Boat Corp., Southwest Harbor, Me. and is powered by a Chrysler Ace.



The 62' freighter "Duke" owned by Seaport Navigation Co., Eastport, left, and the 52' sardine carrier "Ernest Lowell" owned by Seaboard Packing Co., Lubec unloading at Eastport.

The Helen Mae II, Capt. Frank Ross, led in the 75,000 to 99,000-pound class, and also placed second in the entire fleet with 2,188,971 lbs. The draggers with capacities under 75,000 lbs. were led by the Althea Joyce, owned and skippered by Donald Joyce of Rockport, which landed 1,565,704 lbs., and placed fourth in the entire fleet.

"Breaker" Is Reconverted

The trawler Breaker, owned by General Seafoods Corp., went out into Penobscot Bay for net-setting operations on January 6, after being reconverted to fishing at the firm's Shipyard Division in Rockland. The Corporation's steel trawler Surf also is being reconverted, after having served in the Navy in the Pacific.

Seek Restoration of Station

Norris Young of Matinicus plans to circulate petitions in the Penobscot Bay area requesting the Commandant of the Coast Guard for immediate restoration of Whitehead Lifeboat Station as a fully staffed, active unit of the lifesaving service. The station had a crew of 17 men before the war, but now has a caretaker unit of only two men, which is not enough to properly man a motor lifeboat.

Fisheries Advisory Board

The Sea and Shore Fisheries Department plans to sponsor legislation creating a 5-man advisory board, which would become official on July 1, 1947, to confer and to assist its commissioner in meeting problems concerning the welfare of the fishing industry. The Board would be a permanent organization, and would be representative of all phases of the industry, including fishermen, dealers and processors.

Lubec to Have New Sardine Plant

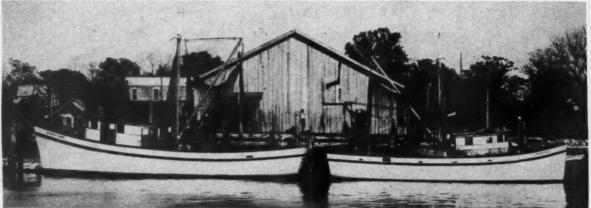
Sherman Denbow of Lubec, smoked herring packer, is remodeling the former J. J. McCurdy fish plant into a medium-sized sardine cannery. Employment will be provided for about 30 packers, and approximately 1200 cases will be produced daily. The new enterprise will be the fifth sardine plant in Lubec

Cortesi Sells Lobster Business

L. G. Cortesi of Stonington has sold his wholesale lobster business to Albert and Alfred Colwell of Hancock Point. Mr. Cortesi disposed of all of his property and equipment, with the exception of a weir at Sunset and the dragger Hornet.

Transplanting of Stunted Clams

Stunted clams show remarkable growth after being transplanted into areas where favorable growing conditions exist, according to Sea and Shore Fisheries shellfish specialist Dana Wallace, who is making a study of the matter. In one experiment, clams between 8 and 10 years old with an average length of 1 25/32" were transplanted to a depleted area. After 7½ months in the area, the clams showed an average growth of 17/32" in length, and more than doubled in actual edible meat.



The 63' shrimp boat "Gypsy Girl" powered by a D13000 Caterpillar Diesel, left, and the "Chippewa", a 53' shrimper

powered by an MRD6 Superior Diesel. Both boats are owned and operated by Fernandina Shrimp Co., Fernandina, Florida.

Florida Shrimpers Name **Bargaining Agent**

St. Augustine shrimpers designated the East Coast Fishermen's Union as their bargaining agent by a majority vote of 7-1 in an election held under the auspices of the National Labor Relations Board on January 31, and which culminated several weeks of labor-management strife high-lighted by a two-week strike in December. Seventy-seven shrimpers voted out of an eligible 200. Only 6 men voted against the Union.

The owners and dealers refused to recognize the Union as the shrimpers' bargaining agent during the strike, contending that no formal election had been held to determine to what extent the organization represented the fishermen. As the recent election was held without the consent of the owners, it now must be certified by NLRB. Under existing laws, the dealers' only recourse is to ask for a hearing on the case.

Blustery Weather Hampers Fishermen

The current Florida fishing season has been marked by high and blustery winds, making it virtually impossible for fishermen to make sizable catches, according to A. Maitland Adams, general manager of Thompson's Enterprises, Inc., Key West. Adams revealed that his firm ships approximately 3,000,000 lbs. of Spanish mackerel and kingfish to points east of the Rocky Mountains annually, and estimated that only about 25% of this season's take was Spanish mackerel, while about 5% was kingfish.

Iones Elected Secretary-Treasurer

Beverly C. Jones, active in organizing the Fishermen's Cooperative Association, Snug Harbor, has been elected State secretary-treasurer of the Gulf Coast Fishermen's Union, replacing M. D. Biggs, resigned. Jones will be the executive officer for 36 branches of the Union, all of which concurred in his election.

Two Fishing Boats Launched

The 44' x 14' x 41/2' shrimp boat Dorothy G. was launched by G. Brannon of Apalachicola on January 18 for R. G. Guthrie. The craft, which is a cabin-type with heart pine framing and cypress planking, has accommodations for 9 men. She is powered by a 22 hp. Diesel engine, and has a speed of 12 knots per hour. L. Thompson, Niceville boatbuilder, recently launched the fishing boat Barbara Ann for Reddin Brunson, Destin. Designed

by Mr. Thompson, the vessel is said to be the largest seine boat

in the Destin fleet.

Tarpon Springs Sponge Sales

Sales on the Tarpon Springs Sponge Exchange during December totalled 3,344 bunches, which brought \$194,809. The number of bunches and value of each variety were as follows: wool. large, 87, \$25,311; wool, extra-medium, medium and small, 180, \$24,754; rags, wool, large, 180, \$30,011; rags, extra-medium, medium and small, 1,167, \$74,045; yellow, 498, \$13,715; and grass, 1,232, \$26,973.

Total sponge sales for 1946 amounted to 34,034 bunches, which were valued at \$2,945,962.

Withhold Dredging Permit

Following protests from Apalachicola seafood operators who fear damage to oyster beds, Internal Improvement Fund trustees stated that they would temporarily withhold approval of plans of the Magnolia Petroleum Oil Co. for dredging a channel in St. Vincent Sound to a proposed oil well site. J. A. Shuler of Apalachicola presented the oystermen's protest that any dredging of the Sound in a manner which would deposit mud over bottom area would be detrimental to oyster beds.

Good Snapper Catch

Ben Marler, Destin commercial fisherman, caught 2800 lbs. of snappers recently in about three hours of fishing. The fish were extra large, and brought over \$600.

George N. Rollins Badly Burned

George N. Rollins, operator of the Rollins Fish Co. of St. Petersburg, wholesale and retail fish dealers, was badly burned on January 25, when a spark from the ignition system on his 38' cruiser Sea Witch ignited gasoline fumes and caused a flash fire. The vessel, which was tied up at the Rollins fish house dock, Madeira Beach, was not badly damaged.

"Geographic" Story on Sponging

The January, 1947 issue of The National Geographic Magazine featured an article entitled "Sponge Fishermen of Tarpon Springs", which tells of the founding of the Greek sponge industry of that port, and depicts present methods of operation. The story, by Jennie E. Harris, is well-illustrated, and incorporates a description of the brightly-painted sponge boats, the work of a sponge boat crew, including the deep-sea diver, operation of the Tarpon Springs Sponge Exchange, religious ceremonies of the Greek spongers and other phases of the industry.

Two Seafood Plants Have New Quarters

The Joe Taranto Seafood Co., Apalachicola, which was located for a number of years in a building next to Randolph's Marine Shop and Ways, has moved into new and enlarged quarters. The new building, which is constructed of concrete blocks with steel framing throughout, is 120' wide and is 90' from the front to the dock, giving ample space for any catch that may be brought in.

There are three large rooms in the building, one being used for oyster shucking, another for the office and for the handling of fish, while the third is used for storage of barrels, etc. Stalls

are provided for 19 shuckers.

The Franklin Fish & Oyster Co., Apalachicola, headed by B. J. Tarantino, has moved into a new 65' x 85' building, and will handle crabs this year for the first time. All new facilities have been provided for the preparation of crabmeat, including a steam cooker and a cleaning room with stainless steel tables.

The office is located upstairs over the main building, and there is a seafood display counter on the lower floor. A large ice box, which has 20,000 lbs. capacity, is located in the rear of the building. Employment will be provided for about 50 persons.

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Virginia and Maryland to Study Oyster Laws

The latest development in the controversy over law enforcement practices on the Potomac River was the appointment by Governor Tuck of Virginia on January 31 of three men to represent the State on a proposed joint Maryland-Virginia commission for regulation of oystering on the River. A resolution agreeing to the creation of such a commission was introduced in the Maryland Senate on the previous day.

However, a member of the Maryland Legislature stated that introduction of the resolution did not mean that the State would withdraw a measure still pending in the House Chesapeake Bay and Tributaries Committee which would empower Maryland authorities to try Virginians caught violating oyster laws on the Potomac and Chesapeake Bay. The bill, which already has been passed by the Senate, would terminate on Maryland's part a practice of long-standing whereby each State is allowed to try its own offenders.

The Potomac River Oystermen's Association, Colonial Beach, has forwarded proposals to Governor Tuck of Virginia signifying its willingness to submit to the authority of a two-state regulatory commission. Besides the joint regulatory authority, the oystermen suggested that the two States should bring their oyster regulations into agreement.

The three Virginia men appointed to the joint commission include the following: former State Senator C. O'Coner Goolrick of Fredericksburg; W. Tayloe Murphy, State Treasurer; and William D. Williams, mayor of Colonial Beach.

Oyster and Crabmeat Production Up

Oyster and crabmeat production in the Hampton Roads area registered slight gains the week of January 20, but inclement weather caused a drop of almost 100% in the fish catch. The oyster output was 25,806 gals. as compared with 23,806 gals the week before and 27.369 gals, the week of January 10.

fore and 27,369 gals. the week of January 10.

Total production of fresh picked crabmeat was 9,166 lbs., showing a 410-pound increase over the previous week, but registering a decline as compared to the 18,604 lbs. produced during the week ending January 10.

Landings in: the Norfolk area for the month of January totalled 2,477,000 lbs., against 1,438,000 lbs. in December and 3,791,000 lbs. in January, 1946. Sea trout, with landings of 700,000 lbs., led the varieties, followed by butterfish with 323,000 lbs.; and sea bass, 243,000 lbs. All landings were from draggers.

Fisheries Commission Meets

The initial meeting of the Commission of Fisheries this year and the first regular monthly meeting since November, 1946 was held on January 28 at Newport News. Hearings were conducted on the proposed opening of Rosiers Creek; an application of the Adams Packing Co. for 500-600 acres on Chesapeake Bay near Wolf Trap Light; application of Charles C. Sanford, Sr. for 12 acres on Chesapeake Bay near Salt Pond Creek; protest of berthing on the James River; the protest application of Elwood Dryden for 20 acres of oyster ground in Poquoson, near Bennett's Creek; George Bentley's request for policing of private ground as far as possible; and L. G. Wildey's request regarding riparian oyster ground.

Oystermen Digging Clams

John's Oyster Rock in Tangier Sound, which had been dead for many years, is now producing more oysters than any other rock in the Sound. Seven dredge boats worked the rock during January, and made catches of from 45 to 60 bushels daily.

Some dredgers are digging for clams as well as dredging oysters. They are taking as many as three bushels of clams a day.

Three Tangier oystermen have stopped dredging, and are now digging for clams in Tyler's Creek near Fishbone Island, about one mile northeast of Tangier. They are reported to be

doing well. Capt. John Pruitt recently took 400 clams on one bar in the Creek, and sold them for 3c apiece.

Bloxom Leaves Fisheries Post

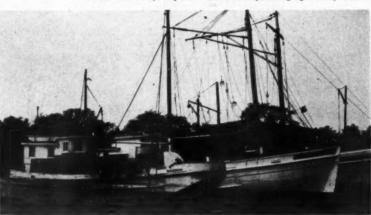
O. A. Bloxom, veteran seafood operator, resigned on January 6 as chairman of the advisory committee of the Virginia Fisheries Commission and representative of the oyster industry on that board. Bloxom operates the Battery Park Fish & Oyster Co., Battery Park.

Survey Shows Oyster Crop Improving

A recent survey of Maryland oyster bars by the Department of Tidewater Fisheries indicates that the bivalves are in prime condition this season, and that salinity of the water is much higher than it was at the same time last year.

Excellent late Summer and Fall growth of oysters occurred throughout the State, so that even in the Kent Island-Anne Arundel County area, where last season's mortality cut production heavily, prospects for this season's crop are more promising than had been anticipated. Present yields from Talbot and Dorchester Counties are good.

Most seriously depleted are the Bay dredging rocks, where



The "Warren", "Eva Blanche" and "W. A. Ballard", oyster boats of the Ballard Fish & Oyster Co., Inc., Norfolk, Va.

few oysters remain except on the limited areas which have been planted by the Department of Tidewater Fisheries. Last year over 93% of the original oyster population on Swan Point Bar died, and there were no living oysters on some parts of the Tea Table. However, the oysters which survived, even as far up as Seven Foot Knoll and Man-O-War Shoal, are unusually fat and healthy. It is hoped that conditions next season will encourage a good set of young oysters on the abundant cultch.

Seafood Production Shows Increase

The seafood yield during December, 1946 in Maryland, Virginia and North Carolina totalled 4,605,967 lbs., as compared to 4,401,792 lbs. during the previous month. Fish production accounted for 1,859,900 lbs. of the total, while the shellfish take was 2,746,067 lbs. Maryland production totalled 1,286,684 lbs.; Virginia, 3,078,943 lbs.; and North Carolina, 240,340 lbs.

Would Forbid Leasing of State Rocks

Senator Louis L. Goldstein of Calvert County, chairman of the Chesapeake Bay Committee in the Senate, and Senator Harry T. Phoebus, Somerset County, introduced a bill in the Senate on January 29 defining oyster rocks and bars as places where oystermen have worked and caught oysters within five years. If the bill becomes law, the Department of Tidewater Fisheries could not lease barren oyster rocks to private planters.

Great Rock Opened to Oystering

Great Rock in Tangier Sound, Somerset County, was opened to the taking of oysters on January 13 by the Department of Tidewater Fisheries. A tax of 20c per bushel must be paid in addition to the regular tax of 2c per bushel to defray the cost of shelling or planting the area. Oysters caught in the region cannot be removed therefrom until the inspector has issued certificates, and all oysters must be culled according to law.

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The ill-fated 113' Boston steel trawler "Belle", lost at sea with all hands on January 9.

Boston Trawler "Belle" Disappears at Sea

The 113' Boston steel trawler Belle which mysteriously disappeared with all hands early in January has been the subject of an investigation which was opened February 5 by a Board of Coast Guard officials headed by Capt. Charles M. Lyons, supervisor of marine inspection. Findings of the Board were to be compiled and forwarded to Washington.

Standard Fish Co. of Boston, owners of the trawler, which was placed in service in May 1946, last had word from her on January 9 when her skipper, Capt. Peter Linehan, radioed that he was homeward bound 100 miles east of Boston and was having trouble, as well as encountering heavy seas. Following this, no official contact was made with the Belle. She evidently met with disaster shortly after going off the air. Those lost besides the captain included Edward Dunn, mate; Edward Trott, engineer; and 14 other crew members.

The Coast Guard and Navy, aided by Canadian agencies, conducted an unsuccessful 11 day air and surface search covering about 50,000 square miles of sea. The air search was the most extensive ever made in the North Atlantic, taking in an area 225 miles wide and from Portland, Me. to the New Jersey coast.

Capt. Walter E. Beatteay of the trawler Pan Trades Andros claimed he saw an empty and damaged life boat bearing the name Belle float by his vessel about 35 miles southeast of Highland Light on the night of February 1. He immediately tried to relocate the boat and pick it up but was unsuccessful. No other wreckage has been reported.

Following its search, the Coast Guard broadcast a description of the Belle every day for a week, then gave her up as lost. Capt. Lyons then started the investigation in an attempt to find facts which might give a clue as to the cause of the vessel's loss.

Testimonial Banquet for Fulham

Three hundred members of the fishing industry and allied trades attended a testimonial banquet at Hotel Statler, Boston, Jan. 22 for John A. Fulham, former president of Massachusetts Fisheries Association. Fulham, who is treasurer of Fulham & Herbert Fish Co., Inc., terminated his duties as Association president last November following 7 years of service, previous to which he was secretary for 6 years. He was recently elected vice-

president of the Commonwealth Ice & Cold Storage Co.

Thomas Rice, executive secretary of the Association, was master of ceremonies and Thomas Cummings of F. J. O'Hara & Sons, Inc., was chairman of the banquet committee. The high-

light of the occasion was the presentation of a grandfathers clock by the new president, J. J. Lamere of Booth Fisheries.

Among those who made remarks were Edmund L. Dunn, chairman of the Atlantic States Marine Fisheries Commission; John Del Torchio, president of the Gloucester Fisheries Assn.; Gen. Clarence H. Kells, director of the Boston Port Authority; Hervey Tichon of Tichon Fish & Fillet Corp., who represented Edmund O'Neill, business manager of the New Bedford Seafood Producers Assn.

Plan Air Rescue Station Near Boston

Governor Robert Bradford of Massachusetts recently was notified by Coast Guard headquarters in Washington that the establishment of an air sea rescue station near Boston is planned to replace the Salem Air Station, closed due to a lack of personnel and limited physical facilities. The Coast Guard stated that two small utility aircraft would be left at Salem for local search and rescue work, and that a patrol aircraft would be stationed at Quonset Point, R. I. for similar duty in the New England area.

Massachusetts fishing interests had appealed to the Coast Guard for retention of the unit, claiming that the station covers an area in which a fleet of 685 fishing vessels operate.

Good Trips Landed

The beam trawler Challenge landed 78,500 lbs. of fish at Boston on January 2, after a five-day trip. The catch included 43,000 lbs. of haddock, which sold for 20c a pound.

The new 96'6" dragger Silver Bay of Portland, Me., Capt. Galen Arey, landed 117,500 lbs. at Boston on January 30. It was the biggest trip of the day and included 60,000 lbs. of haddock.

Enterprise to Have Boston Warehouse

Enterprise Engine & Foundry Co., which maintains a New England sales office at 10 High St., Boston, in charge of J. Neil Brophy, has acquired a building at 336 Border St., East Boston, to be used as a warehouse for engines and parts. The Company maintains a parts depot at Casey Boatbuilding Co., New Bedford.

The 110' Pan Trades Andros, operated by Capt. Walter Beatteay and Johannes Johnson, which is powered with an Enterprise DMG-38, 650 hp., 300 rpm. Diesel, is having new oil cooled pistons and a water cooled manifold installed by General Ship & Engine Co., East Boston.

Scalloping Good at Brewster

Scallops have been so abundant at Brewster, Mass., this year that Selectmen have found it expedient to sell hundreds of bushels of seed scallops to Orleans and other neighboring towns for propagation purposes. George W. Foster, chairman of the Brewster Selectmen, stated that he never had seen such a large set of scallops, and added that many are surviving the Winter.

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cotton will turn out the right type of fibers to make good netting-they know how to work those fibers to make good twine and how to knot the twine to stand the gaff of everyday, hard usage. Gold Medal Netting production is controlled right up from the cotton bale—the only netting that can make that statement.

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Captain John C. Sanders, of the dragger Sarah Thomassen, Islip, Long Island, sayss

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of trouble! Idles perfectly!
Plenty of power
for trolling! Best engine
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Marine Engines

Long Island Considering Union Affiliation

The Long Island Fishermen's Association, which met at West Sayville on January 4 with 250 members present, held a discussion as to the merits of affiliation with the Fishermen and Seafood Workers of the Atlantic Coast. Richard Granville, representative of the Union, described his organization's aims, as well as rules and regulations for unionization. Members of the Association unanimously agreed to appoint a committee to study the matter.

Several suggestions were made regarding fishing regulations, including one by Rodman Pell for changing the closed period for dragging in the Peconics, which is now April 15 to October 1, to permit dragging for blowfish after July 15. Other suggestions included changing the opening of the scallop season to October 1, and prohibiting out-of-state draggers inside of a line from the south end of Gardiners Island to Montauk Point.

"June Bride" Damaged

The 62' fishing boat June Bride, owned by William Klebb of the Woodcleft Fish Co., Greenport, was damaged seriously on January 26, when the vessel struck a rock in Long Island Sound. The bow of the craft was stove in, but fortunately a watertight bulkhead kept her from sinking, and she was towed to Bridgeport, Conn., where she was hauled out for repairs.

The June Bride was bound for New York to get a 110' World War I subchaser which Capt. Sidney Smith, Greenport, had purchased to replace his Liberty II, lost in December.

Flounder Fishing Poor

Flounder fishing thus far this season has been poor both in Long Island Sound and the Peconic Bays, as well as in the South Shore Bays. The size of the fish caught has been excellent, but they are comparatively scarce.

Fishery Council Activities

Through the cooperation of the Fishery Council, a recent issue of "Family Circle", National homemakers' magazine, carried a full-color, double page spread entitled "Deep-sea Bounty", which featured illustrations of baked, stuffed deep-sea haddock.

The Theresa & Jean, first ice-covered fishing vessel to arrive in New York this Winter, was featured over the National Broadcasting Company's television station, WNBT, through the efforts of the Fishery Council. The vessel was shown on the January 24 "NBC Television Newsreel". Many newspapers carried illustrations of the craft.

Fish Tariffs

(Continued from page 5)

Last year approximately 20,000,000 lbs. of fillets were imported from Canada under the 15% quota, dutiable at 1½ cents per lb., while the balance of imports totalling approximately 32,000,000 pounds came in at the 2½ cent per lb. duty rate, indicating that the present tariff duties are no deterrent against increased imports of frozen fillets.

In 1939, the ad valorem equivalent of the 11/8 cent tariff rate applying to imports represented 24.7% of the value of groundfish fillets f.o.b. country of export. In 1945, the ad valorem equivalents of the 11/8 cent rate under the quota and the 21/2 cent rate above the quota were respectively 9.8% and 12.4% of the value. While the tariff rate established in the 1939 Trade Agreement may have been considered fair in relation to the value of groundfish fillets imported at that time, certainly no such relation exists now, and has not since 1943.

certainly no such relation exists now, and has not since 1943. In 1939, the average price paid fishermen for groundfish (cod, hake, haddock, cusk, pollock, rosefish) in the United States was 2.104 cents per pound; in Canada, 1.188 cents; in Newfoundland, 1.25 cents; and in Iceland, 0.9257 cents per pound.

The average 1946 price paid for the above species of groundfish at New England ports was 6.038 cents per pound. In Canada, the average 1946 price for groundfish, principally cod and hadded was 3.50 cents per pound.

and haddock, was 3.50 cents per pound.

Using an average price of 7.25 cents per pound which prevailed for cod and haddock in New England during 1946, and allowing an average yield of fillets from whole fish as landed at

40%, in 1946 one pound of rough fillets cost processors in the United States 18.12 cents and in Canada 8.75 cents. These prices do not allow for packaging and freezing.

In 1939, the corresponding costs to processors were 5.264 cents in the United States and 2.97 cents in Canada.

At the 1939 cost of rough fillets, Canadian processors could pay the 1.875 cent duty then applying and have an initial advantage of .419c per lb. but in 1946 this spread had increased to 7.495c.

Up to this time the bulk of frozen fillet imports has consisted of cod fillets although there is every indication that fillets of other species will be imported in increasing quantities. In 1939, the imports of cod fillets were 5,000,000 lbs. and the domestic production was 19,000,000 lbs. By 1945 the imports had increased to 37,000,000 lbs. but domestic production in that year was only 34,000,000 lbs. In terms of U. S. consumption of cod fillets, the imports actually supplied 21% in 1939 and 52% in 1945. In the first 10 months of 1946, the U. S. production was 10,000,000 lbs. and imports were 38,000,000 lbs., or 79% of U. S. consumption.

Through direct Lend-Lease in some cases and through indirect Lend-Lease via England, immense fishing, filleting and freezing industries have been set up in Canada, Newfoundland and Iceland. These industries have been, or are, in the process of being turned over to private operators. With the aid of their local Government subsidies, they are being geared to hurdle all trade barriers. Their ability to flood the American market with cod fillets is the outgrowth of wartime expansion in those fisheries designed to feed England.

Starting with negligible production before the War, the combined production of Canada, Newfoundland and Iceland now exceeds 140,000,000 lbs. of cod fillets. In 1945 they sent 37,000,000 lbs. of cod fillets to the United States and 92,000,000 lbs. of cod fillets to England, but now England has notified them that she will stop importing because the British fishery, with Government aid, is building up a fleet of sufficient size to provide England with all of its needs of cod fillets.

England's trawler fleet is now 25% larger than prewar and still building, while Canada has increased its fishing fleets substantially. Iceland has 30 new steam trawlers on order from Great Britain, and is building about 100 motor vessels from 35 to 85

The Government of the Province of Quebec operates in the Province 37 cold storage plants. Storage capacity ranges from 80,000 to 1,000,000 lbs. Until 1943 the Government operated these plants as a special service with no direct charge whatever to the fishermen or the packers. Since then there has been a small freezing and storage charge. There are 62 freezers and cold storage warehouses in Iceland, with a total capacity of over 37,000,000 lbs. and a daily production capacity of 1,387,000 lbs. Four new filleting and freezing plants began operating this season, and construction continued on a Government-owned plant.

It is expected that Norway will sell 20,000,000 lbs. of frozen fillets in the United States in 1947. That country has 12 modern German-built freezing and cold storage plants and plans to construct three more.

Newfoundland has 17 freezing and cold storage plants operating. The Government recently declared its intention to assist in the further development of the frozen fish industry by an investment of \$4,000,000. In 1939, Newfoundland exported only 46,000 lbs. of fillets to this country, and Iceland only 12,000 lbs. By 1945, these figures jumped to practically 4 million and 1½ million respectively, while Canadian exports to the U. S. increased 300 percent to 38 million.

Formerly the exports of these countries consisted mainly of salt fish, much of which was sold to Europe. Now these countries are sending the products of their war-developed frozen fish industry to the United States where they have the advantage of attractive prices and an established market for fillets. Meanwhile,

European countries are badly in need of food.

With the high living standards and wages which this country has encouraged, and without the benefit of subsidies, we cannot compete with other countries on an equitable basis unless we have tariffs that are sufficiently high to offset the differences in labor and production costs. The evidence presented at the Washington hearing clearly demonstrated the ineffectiveness of the present tariffs on frozen fish, and indicated the need for giving

greater protection to our fishing industry.



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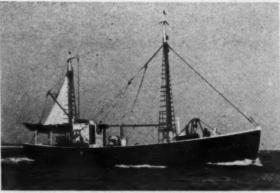
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The 71' dragger "North Star" owned and skippered by Capt. Aksel Haines of Atlantic City, N. J. She is painted with Pettit paint, has a capacity of 75,000 lbs. and is powered by a 170 hp. Buda Diesel with 3:1 reduction gear. Other equipment includes a Columbian propeller, a Hathaway winch and Columbian rope.

New Jersey Legislation Would **Prohibit Bass Netting**

Reviving an issue which has long been the subject of controversy in New Jersey, a bill to prevent the netting of striped bass was introduced January 20 in the New Jersey Legislature by Assemblymen Herbert and Thompson of Monmouth County. The proposed legislation would limit striped bass catches to hook and line, and would prevent any person from taking more than 10 bass of not less than 18" in length in any one day.

The bill would establish the period from December 1 to March 31 as the closed season on striped bass, instead of from March 1 to May 31, as at present. Sponsors of the legislation have stated that authorities are agreed that the suggested closed season is the period in which bass move into inland waters to spawn.

Under present New Jersey law, the penalty for violations is \$50 for each offense, irrespective of the number of fish involved. The Herbert-Thompson bill would impose a fine of \$20 for each fish caught illegally.

Although having the full support of sport fishermen, the bill is violently opposed by commercial fishermen.

Propose Extension of Fish Pound Area

The Sun Fishery has applied for a War Department permit to construct a fish pound offshore from its existing pounds, located in the Atlantic Ocean opposite Beach Haven Inlet along the southerly end of the present authorized fish pound area. In view of the fact that any pounds which might be constructed either ocean-ward or southerly from the approved locations of the existing pounds would be outside the limits of the pound area; it has been proposed to extend the southerly end of the area a maximum distance of about one nautical mile to the southward.

"Eclipse" Goes Aground

The 55' dragger Eclipse, owned by G. W. Yates of Perth Amboy, went ashore on Napatree Point in southern Rhode Island on January 20 in a heavy fog and rain. The crew of the vessel was rescued by a detail of men from the Watch Hill Coast Guard station. The craft, which in previous years had fished out of Point Pleasant and New Bedford, Mass., was returning from her first fishing trip out of Stonington, Conn.

New Law Provides for Shell Planting

Among laws recently passed by the New Jersey Legislature is one which provides that licenses for oyster planters shall be issued in consideration of a planter's agreement to deliver to the Shell Fisheries Board 60% of the oyster shells taken from beds in the Delaware River area. Dealers may pay fixed sums instead of delivering the shells.

The shells are to be planted on oyster beds by the licensee at his own expense. Existing lessees of State beds may at their option apply for licenses, but future leases for beds will be made only to a licensed dealer or planter.

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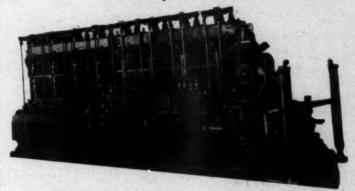
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The 94 ft. New Bedford dragger "Stanley B. Butler" owned by Capt. Olaf Anderson, has been a consistent high-liner.

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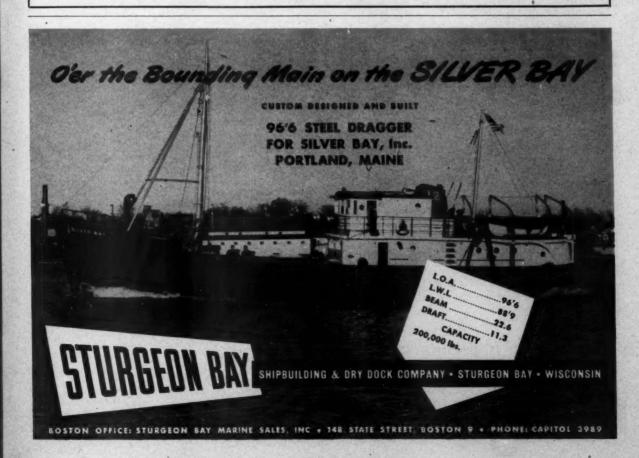
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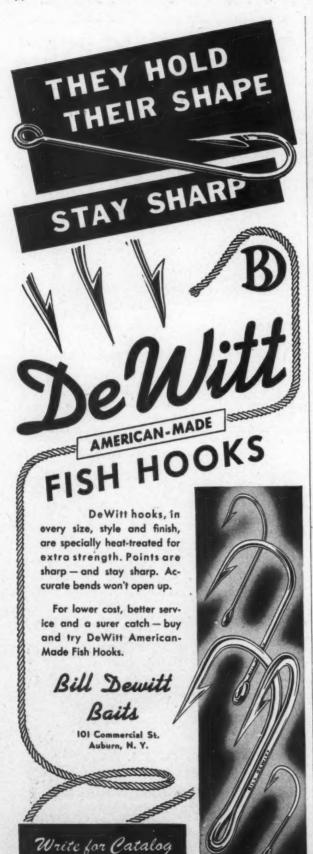
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The 62 ft. "McClain's Pride No. 2" with a 149-barrel load of shrimp at the plant of her owner, McClain's Seafoods, Sabine, Texas. She is skippered by Capt. M. J. Bressard and powered with a 170 hp. Buda Diesel.

Texas Engaged in Oyster Restocking Program

The Texas Game, Fish and Oyster Commission and Rockport oyster dealers are engaged in a cooperative oyster restocking program intended to restore Aransas and Copano Bays to a profitable productive basis. Under the leadership of J. L. Baughman, marine biologist, shucked-out oyster shells are returned to Aransas Bay not later than one day after being removed from the water. The young oysters which have attached themselves to these shells are thus permitted to grow to marketable size, and in addition, the old shells provide cultch for other young oysters when their "free-swimming" days are ended.

In the past, small oysters were discarded with the shucked-

In the past, small oysters were discarded with the shuckedout shells, and eventually became commercial products, such as road surfacing material and poultry grit. As a result of this practice, the reefs became depleted.

Seek Municipal Fish Market

A municipally-owned fish market and storage plant to provide Corpus Christi fishermen and shrimpers with facilities comparable to other Texas ports were sought recently in a petition by the Corpus Christi Association of Sea Food Dealers. The petition specifically requests a location inside the breakwaters for boat protection, space to unload catches rapidly by conveyor belts or other modern means, space for heading and processing large quantities of shrimp adjacent to the unloading area, and facilities for sanitary waste disposal.

January Freeze Causes Fish Loss

The Texas Game, Fish and Oyster Commission has disclosed that more than 10,000,000 lbs. of fish were killed along Laguna Madre's 90-mile shoreline during the recent January freeze. The full significance of the loss can be realized when this amount is compared with the lagoon's average annual commercial take of 2,000,000 lbs. The cold apparently did not affect fish spawn already in the lagoon, and it was expected that the new hatch would assist in restoring the loss from the freeze.

Branco to Have New Plant

Several of Port Isabel's commercial seafood establishments have been forced to move because of a recent change in ownership of real estate lying on the west bank of the industrial canal. Among these is the Branco Shrimp Co., which has purchased a lot on the east side near the plant of Liebmann Frozen Food Co.

The firm has a new 40' x .40' building under construction, and a 247' dock will be provided to accommodate the shrimp fleet, as well as for heading tables. Andrew and M. F. Branco operate the business.

Shrimp Strike Ends

The shrimp strike which kept approximately 200 trawlers idle in the Aransas Pass area for more than a month ended January 8, when dealers agreed to meet fishermen's demands for 25½ c a pound for jumbo shrimp. Shrimping had been at a standstill in the area since December 6, when dealers lowered the price to 21c.

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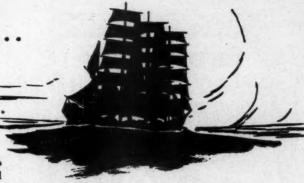
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in four-master days and **NOW**

Less than a decade ago the last of the deep water sailing ships—great four-masters—still roamed blue water in competition with the machine-driven vessels of today. Their numbers were few but the sun shone on their sails from the Atlantic Seaboard to the Far East. They carried case oil, then nitrate.

They found brief fame in the Grain

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deep hulls, the tall masts and towering canvas survivors from a glorious era in the history of the American merchant fleet.

It was at the height of this era, when American sailing ships queened the seas, that the New Bedford Cordage Company was founded. Over a century ago a group of New Bedford ship owners, captains and fishermen banded together to make their own rope. Experienced in the practical use of cordage, these men fashioned the finest rope of that day—rope that was sought by every rope-using industry—as it is still sought today.

New Bedford Fish Story Contest! A copy is yours for the asking.

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NEW BEDFORD CORDAGE CO.

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Radiotelephones

(Continued from page 18)

but by dialing various tones. When the proper combination of these tones is picked up by the selective ringer through the radio receiver, a relay is closed which allows the bell to ring. The bell will not ring with any other sequence of tones or by any voice broadcast. However, the receiver must be left turned on at all times and the selective ringer, in this way, does not result in any lower battery drain.

Assume the installation of a radiotelephone has been completed aboard your dragger, the Mary Ann. You previously notified the telephone company of your intention to secure a radiotelephone and registered with them the name of your boat, its radio call letters, and your mailing address.

You turn the power switch to "ON" and because the squelch circuit is turned off at the moment, as soon as the tubes heat up you will hear the familiar background noise in the loud-speaker showing that the equipment is operating. Because you are nearest the Boston shore station you set the selector switch to the channel marked "Boston WOU".

Removing the handset from the hanger at the side of the cabinet, you hear the high voltage dynamotor within the cabinet start. After the transmitting tubes heat up, which requires about 20 seconds, you press the press-to-talk button on the handset and say in a clear voice directly into the microphone, "This is the Mary Ann calling the Boston marine operator." You then remove your finger from the button and in a few seconds you hear, "This is the Boston marine operator answering the Mary Ann. Your call please."

You then proceed to give her the number of the telephone which you wish to call, remembering whenever talking to press the button on the handset and whenever listening to release this button pressure. The marine operator will then request the position of your boat in order that she may determine the charges as these are figured on the intervening distance between the shore station and your boat. As soon as the connections have been completed the marine operator will again come on and announce, "Here is your party, go ahead please."

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South Carolina Seeks Removal Of Tax on Marine Fuels

The Georgetown Chamber of Commerce recently passed a resolution calling for legislation which would remove the highway tax on marine fuels, in accordance with recommendations of local fishermen, who stated that this action would in some cases result in a fair profit instead of a loss. The resolution points out that farmers pay no road tax on gasoline, and since fishermen do not use the highways either, they should be exempted from the tax.

It was recommended that licenses for out-of-state fishing boats be increased to at least \$250, in order to eliminate "outlaw" craft.

Higher License Fees Recommended

The annual report of the South Carolina Board of Fisheries included several recommendations designed to increase the State's revenue, among which was a proposal for jumping the present tax of \$5 per net and \$5 per license for shrimpers to \$25 per boat. It was suggested that out-of-state shrimp vessels pay a license fee of \$125, and that the Board of Fisheries be given authority to cancel the license of any operator convicted of violating the fishery laws.

The report further proposed that all parties operating canning factories be required to pay a license of \$50 a year instead of \$1, and suggested that the license for swimming fish be increased from \$2.50 to \$5.

Discuss Shrimp Conservation

A public hearing, attended by shrimpers, scientists, and sportsmen, was held at Charleston on January 8 in an effort to determine more efficient ways to protect the supply of shrimp. The meeting was arranged by the Fish and Game Committee of the Charleston Junior Chamber of Commerce, which organization presented a report embodying recommendations of the three factions.

Chief suggestions were licensing of all trawler captains as a move toward holding them, as well as trawler owners, responsible for obeying laws; outlawing or drastically curtailing the operation of out-of-state fishing boats in Carolina waters; and lengthening the closed season on shrimp, with the provision that the State Board of Fisheries be given authority to open or close the season early or late, depending on the prevalence of roe shrimp.

New Trawling Rig

(Continued from page 17)

keep better when packed in crushed ice; the whole load then being kept to proper frozen temperature with the brine coils in the main hold.

Refrigeration is provided by twin 3 x 3 Worthington pumps with Fairbanks-Morse motors, and twin low-head, 4" vertical Fairbanks-Morse bait pumps are provided, driven by Fairbanks-Morse D.C. motors.

Bilge and service pumps are likewise driven by Fairbanks-Morse motors. The Caterpillar D-3400 Diesel auxiliary sets, placed either side of the after end of the engine room, drive F-M generators.

Fuel is carried in two 1750 gal. tanks in the stern for short trips or in the steel-lined brine quick-freeze tanks when on long tuna trips, and a 500 gal. day tank is fitted. An elaborate manifold system is provided to transfer fuel from all tanks as needed, or from the brine wells to the after tanks.

Hoist for the trawl net on top of the deckhouse is a Western Gear Works model powered by a 10 hp. Fairbanks-Morse motor

through a reduction gear.

The Kiska should offer fishermen along the Atlantic and Gulf Coasts a bright example of what can be done in the way of creating a modern, dual-purpose fishing craft in the reasonable limits of space of any typical one-purpose fishing vessel, provided the fisherman-skipper knows clearly in his mind before he outfits his ship exactly what he is going after when he goes to sea. A fall in the market of one type of fish does not cripple his investment or his activities. He just switches gear, changes his plans, and takes his dual-purpose vessel back to sea for whatever kind of fish brings today's top prices.

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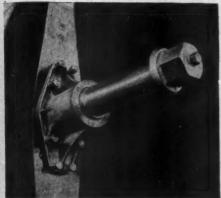
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CORROSION-RESISTANT . . . NON-RUSTING and 72 to 105% STRONGER . . . 42% STIFFER . . . 85 to 128% TOUGHER . . . 57% HARDER . . . than shafting commonly used in the smaller diameters.

> Writes a Nova Scotia fisherman: "Our Monel shaft is 11 years old . . . and still good as new. Already it has given us 3 times the service of regular metal shafts."

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> During the past 9 years, Monel shafts have been installed in most large tuna clippers. And, to date, not a single failure has been reported.

Fishermen from Canada to the Gulf will tell you that corrosion-resistant, rustproof, strong Monel is the most economical shafting you can buy. Monel shafts come in diameters from 3/4 in. up. For protection against breakdowns at sea, have your boat yard quote on installing a Monel tailshaft.

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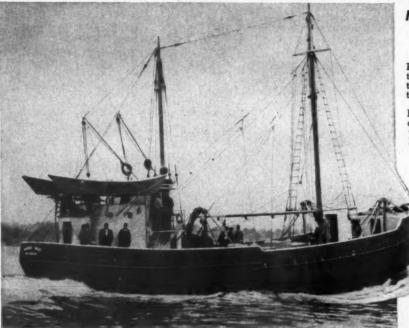
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with plenty of air, light and headroom.

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Fish Landings for Month of January

(Hailing fares. Figure after name indicates number of trips.)

			atter na	me indicates number of t	100000000000000000000000000000000000000	Thomas D. (2)	112.00
	Portl	and		Santa Rita (1) Savoia (2) Serafina N. (1)	2,900 9,100 16,400	Thomas D. (2) Thomas Whalen (3) Tide (2)	112,00 233,00 103,50
lice M. Doughty (6)	101,000 77,000	Hornet (3) Nora D. Sawyer (6) Richard J. Nunan (3)	35,000 23,000 42,000	Silver Bay (1) Six Brothers II (4)	117,500 18,000	Two Pals (1)	163,70
ndarte (2) arolyn & Priscilla (4) horothy & Ethel II (4)	87,000 75,000	Silver Bay (1)	104.000	Squall (3) Storm (2)	292,100 142,500 135,100	Wave (3) Weymouth (3)	205,7
orothy & Ethel II (4) orothy & Ethel III (4) linor & Jean (3)	96,000	Stanley (1) Vandal (1)	2,000 11,000	Surge (2)	135,100	Wild Duck (1) Winchester (3)	80,5 204,2
vzone (1) annie Belle (2)	39,000 22,000	Willard Daggett (1)	4,000	Texas (3)	10,000 137,500 139,500	Wind (2) Winthrop (1)	102,5 52,8
	11,000		1/130	Scallop Dr	aggers (La	ndings in Gallons)	
Gloucester hthony & Josephine (1) 5,500 Lera G. (1) 1,000			Liboria C. (1) 600 Winifred M. (1) 50 New Bedford				
nthony & Josephine (1) ve Maria (1)	6,500 1,800	Little Joe (1) Lorine III (1)	3,000	Adele K. (3)	15,800		21,6
by Doll (2) eatrice & Rose (1) Estelle Burke (1) arlo & Vince (1) asco (1)	3,000	Toronto (1)	4,600 2,000	Adventurer (5) Aloha (2)	64,900 112,100	Lucky (3) Madeline (5) Maria Julia (1)	20,3
Estelle Burke (1) arlo & Vince (1)	19,000 10,000	Lucretia (1) Madonna (3) Margie & Roy (2)	16,600 5,000 3,000 10,000 3,000	Alva (3)	5,800 10,000	Mary Canas (3)	8,5 37,4 65,0
sco (1) therine Amirault (2)	3,000	Maria Immaculata (1)	10,000	America (1) Anna C. Perry (3) Annie M. Jackson (3)	29,600 25,500	Mary Julia (1)	7,2
olumbia (2)	95,900 70,000 75,000	Mary (1) Mellena II (3)	10,800 18,300	Automatic (3)	9,900 29,500	Mary Tapper (1)	40,1 15,
arlew (1) artmouth (2)	75,000 56,500	Mary (1) Mellena II (3) Nancy F. (2) North Star (1)	18,300 8,000 30,500	Ave Maria (4) Barracuda (3)	23,600	Madeline (3) Maria Julia (1) Mary Canas (3) Mary J. Hayes (1) Mary Julia (1) Mary M. (1) Mary Tapper (1) Midred & Myra (2) Minnie V. (2) Mishaun (4) Nancy B. (1)	13,
olphin (1) izabeth A. (1)	56,500 3,500 50,000	Paolina (1) Phyllis & Mary (1)	30,500 10,000	Bonnie (1) Carl Henry (1)	6,000	Mishaun (4) Nancy B. (1)	22,
nily Brown (1) relyn G. Sears (1)	50,000 10,000	Pollvanna (1)	26,000	Carol & Dennis (1) Carole June (2)	15,100	Nancy B. (1) Nancy F. (1) Nashawena (3)	9, 23,
ences R. (3)	40,000 17,000	Prosperity (1) Rose and Lucy (1)	9,000	Caroline & Gary (1) Catherine T. (1)	107,300 7,500 22,500	Nellie (1) New England (1)	10,
relyn G. Sears (1) orence & Lee (1) rances R. (3) ertrude E. (2) olden Eagle (2)	4,000 84,100 7,500	Rosemarie (1) St. Victoria (1)	23,500	Christine & Dan (3)	34,100	Newfoundland (2)	26, 24,
ma Virginia (3) B. Junior (2) nnie & Julia (1)	7,500 15,000	Thos. J. Carroll (1) Trimembral (4)	9,000 12,000 23,500 49,500 12,000 43,000	Clifton (4) Clinton (2) Clipper (2)	28,500 13,000	Noreen (1) Novelty (1) Palmers Island (3)	3,
nnie & Julia (1) lie Ann (3)	6,000	V-E Day (1) We Three (1)	43,000 3,000	Connecticut (2)	115,000 49,000	D CAN	27.
ssgehn (1)	1,200			Connie F. (2)	58,500 26,300	Pauline H. (1) Penguin (1) Phyllis J. (2)	17, 19, 7, 50,
	Bot	ston		Doris (3) Dorothy (2) Driftwood (1)	12,500 10,500		50.
cme (6)	9,600		10,000	Driftwood (1)	2,000 28,300	Prosperity (2) Pvt. Frank Kessler (2)	10.
ddie Mae (6)	11,200 137,500	Ida & Joseph (1) Irma Virginia (1) Jackson & Arthur (1)	8,000 3,500 3,200 7,100 50,400 216,100	Edith (2) Elenore K. (2) Elva & Estelle (3) Emma Marie (1)	6,000 24,400	Quest (2) Ramona (1)	15, 10, 17,
dventure (2) loha (1)	59,000	Jackson & Arthur (1) J. B. Junior II (1) Joe D'Ambrosio (2) Joseph & Lucia (1) Josephine Ess (3) Josephine F. (5) Josephine P. II (1) Josie M. (3) Kid Roberts (2) Lack (2)	3,200	Emma Marie (1)	6,500 33,000	Redskin (1)	39,
phonso (3) merica (1)	10,400 23,700	Joseph & Lucia (1)	50,400	Etta K. (4) Eugene & Rose (3) Evelyn G. Sears (2)	16,500	Rhode Island (5) Rita (2)	67 19 8
merican Eagle (1) nna Guarino (1)	23,700 12,100 1,300	Josephine Ess (3) Josephine F. (5)		Fairhaven (1)	14,000 37,000	Rita (2) Ronald & Dorothy (1) Ronald & Mary Jane (1)	60.
nnie & Josie (5) inthony & Josephine (1) irlington (3)	16,100 7,300	Josephine P. II (1) Josie M. (3)	3,400 14,900 5,100 105,200	Fairweather (2)	18,000	Rose Jarvis (4)	31 49
rlington (3)	7,300 246,100 250,500	Kid Roberts (2)	5,100	Father & Son (1) Frankie & Rose (3) Fred Henry (2)	15,000	Rosie II (3) Russell S. (4)	18 33
tve Maria (5)	16,700	Lark (2) Lassgehn (2) Leonarda (2)	7,800 1,700 34,700 61,000	Gannet (2) Gertrude D. (3)	7,500 56,200 59,500	Rosie II (3) Russell S. (4) R. W. Griffin, Jr. (2) St. Ann (3)	49 56
arbara C. (2) arbara C. Angell (2)	8,900 112,000 148,500 86,400	Leonard & Nancy (2)	34,700	Gladys & Mary (1)	39,500	St. Anthony (2)	13
larbara C. Angell (2)	148,500	Leonard & Nancy (2) Leretha (1) Little Nancy (2)	21,600 25,000	Grayling (2) Harold Bruce (1)	12,000 6,000	St. Anthony (2) Sandra & Jean (3) Sister Alice (3)	41 30 25
lay (2) lelmont (2) lenjamin C. (3)	200,400	Louise (1) Lucky Star (2)	65,700 175,500	Grayling (2) Harold Bruce (1) Hazel S. (1) Heedja (4)	7,000 16,500	Solveig J. (2)	41
Settina (1) Billow (2)	40,000 109,000	Lynn (2) Mabel Mae (2)	121,600	Hope II (2) Ida & Joseph (2)	19,500 25,000	Solveig J. (2) Southern Cross (2) Stanley B. Butler (2) Susie O. Carver (4)	19 50 34
Jonnie (2) Breaker (1)	235,800 105,800	Maine (2) Margaret & Marie (2)	235,500 5,800	Invader (2) Irene & Walter (2)	18,800	Susie O. Carver (4) The Friars (3)	34
Breeze (2) Brookline (2)	106,100 84,700	Margee & Pat II (2)	109,300		26,400	The Friars (3) Three Pals (4) Tip Top (2) Trio (2) Venture I (2)	34
Calm (2) Cambridge (2)	240,600 165,000	Maria (1) Maria del Soccorsa (4)	2,100 8,600 21,600	Jennie & Julia (1) Jerry & Jimmy (2) John G. Murley (1)	39,900 32,300	Trio (2) Venture I (2)	2: 1: 4:
Carl Henry (1)	35,000	Maria Giuseppe (5) Marie & Winifred (1) Maristella (1)	37,500 25,000 19,600	Junojaes (2) Katie D. (1)	63,000	Viking (1) Wamsutta (1)	4
Carl Henry (1) Carmela Maria (7) Carmela Maria II (2)	33,000 8,500	Marjorie (4) Marjorie Parker (1)	19,600 52,200	Katic D. (1) Kelbarsam (2) Kingfisher (1)	7,000	Wanderer (1)	
Catherine B. (Dragger) (3 Catherine B. (L. Trawler)	74,500 45,500	Mary (1)	3,900 13,700	Kingfisher (1)	15,300 4,500	Whaler (2) Wild Duck (1) William Chesebrough (2)	7 5
Catherine B. (L. Trawler)	(3) 14,900 386,300	Mary and Jennie (7) Mary & Joan (3)	139,100	Liberty (1) Louise (2)	64,300 Trappers (T	William Chesebrough (2) andings in Gallons)	2
Challenge (4) Chas. M. Fauci, Jr. (3) Charlotte M. (2)	99,600 95,000	Mary and Jennie (7) Mary & Joan (3) Mary J. Hayes (2) Michael G. (2) Nancy F. (1) Natale III (1)	139,100 82,500 8,300 14,500 38,300	Abram H. (1)	70 800	Margee & Pat (1) Maridor (1)	
Cigar Joe (1)	32,300 41,500	Nancy F. (1) Natale III (1)	14,500 38,300	Alpar (1) Antonina (2)	1,050	Mary & Julia (1) Mary R. Mullins (1)	
Clipper (1) Corinthian (1)	82,000	Newton (2)	38,300 104,500 72,000 62,000 263,100 74,200 33,200 40,600 18,100	Barbara (1) Bobby & Harvey (2)	90 950	Moonlight (1)	
Cormorant (2) Crest (2)	149,500 319,800 56,700 213,300	Newton (2) Nina B. (1)	62,000	Captain I (1) Carol & Estelle (1)	125 400	Palestine (1) Pearl Harbor (2)	
Delaware (3) Dolphin (1) Dorchester (3)	56,700	Ocean (3) Ohio (2)	74,200	Catherine & Mary (1) Christina J. (2) Flamingo (2) Friendship (1) Gay Head (1)	500 400		
Dorchester (3) Drift (3)	242,100	L'All TIAGES TINGLOS (1)	40,600	Flamingo (2)	1.550	Pelican (2) Porpoise (1) Sea Hawk (1) Sea Ranger (2) Sunapee (1) Ursula M. Norton (2) Viking (N. Y.) (1) Virginia & Joan (1) Winifred M. (1)	
Dorchester (3) Drift (3) Eddie & Lulu M. (7) Emily Brown (1) Emma Marie (1) Esther M. (2)	11,600 73,800	Paolina (5) Philip & Grace (2)	165,000	Gay Head (1)	450 225 650	Sunapee (1)	
Emma Marie (1)	73,800 7,000 131,500	Plymouth (3) Ouincy (3)	165,000 184,400 216,300 210,300 3,900 21,600	Growler (1) Janet & Jean (1) Liboria C. (1) Linus S. Eldridge (1)	600	Viking (N. Y.) (1)	
Estrela (2) Ethel (4)	161,100	Red Jacket (3)	210,300	Liboria C. (1) Linus S. Eldridge (1)	500 600 550	Winifred M. (1)	
Falcon (1)	8,000 5,100	Quincy (3) Red Jacket (3) Robert & Edwin (2) Roma (6) Ronald & Mary Jane (1)	21,600	Lubenray (1)			
Famiglia (2) Fannie F. Hickey (2) Fearless (2)		Rosemarie M. (3)	63,500 207,600 22,700			York	
Fearless (2) Flow (2)	4,700 157,500 165,600 230,000 3,500 10,100	Rosie & Gracie (2) Rush (2)	22,700 31,600 191,300	Amelia (1)	79,000 7,700 20,000	Mary Anne (1) Mary Ellen (1)	
Flow (2) Flying Cloud (3) 4-A-608 (1) 4-C-887 (3) 4-E-885 (2)	230,000	Rush (2) St. Ann (1)	16,000	Buzz & Billy (1)	20,000	Norseman (2)	
4-C-887 (3)	10,100	St. Anna (2) St. Joseph (Dragger) (4) St. Joseph (L. Trawler) (4) St. Michael Angelo (4) St. Peter II (2) St. Providenza (1)	8,400 68,100 16,400	Catherine C. (1) Catherine L. Brown (2)	1,000	Olivia Brown (1) Pilgrim (1) Puritan (2)	
4-E-885 (2) 4-G-370 (1)	5,100	St. Joseph (L. Trawler) (4	16,400	Edith L. Boudreau (1)	82,200 18,400 5,800 34,000	Puritan (2) Rainbow (1)	
4-G-370 (1) 4-G-673 (4) 4-G-885 (1)	11,800 3,200 7,700	St. Peter II (2)	204,500	Florence B. (1)	34,000 60,000	Rainbow (1) Raymonde (1) Rosalie F. (2)	
Prancesca (2) Getaldine & Phyllis (3) G. N. Soffron (1) Gudrun (2)		St. Providenza (1) St. Rita (2)	3,900 8,700 21,200	Gud Kay (1)	5,400	S #31 (1) Theresa & Jean (1)	
G. N. Soffron (1)	17,300 112,200 102,500 34,000	St. Rita (2) St. Theresa (6) San Calogero (5) Santa Anna (1) Santa Luciá (3)	18,800	Major J. Casey (1)	33,000 20,000	Virginia (1) Whaling City (3)	
Hazel B. (2) Hilda Garston (1)	102,500	Santa Anna (1)	5,300 7,900	Manuel F. Domingos (1) Mary (1)	32,000 14,000	whating City (3)	
AMINA MATERION (1)	37,000						



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North Carolina Proposes Oyster Rehabilitation

An 11-point program for large-scale planting of natural oyster bottoms and rigid control of the oyster industry has been recommended by the Governor's special Commission on cultivating and marketing of oysters as a means of rehabilitating vanishing stocks. The suggestions of the Commission, which is headed by P. D. Midgette, Jr., Engelhard, are designed to curb depletion, expand the beds, and at the same time maintain them as public property.

Specific recommendations include the following: large scale oyster planting, to be conducted by a division provided with a fleet of barges and other equipment and staff of personnel capable of carrying out the work of stocking the beds and enforcing control laws; possible legislation to prohibit the shipment of oysters in the shell out of the State, in order that all oysters may be taxed; the repeal of present restrictions on the length of oyster boats and the substitution of regulations which would forbid power boats to take more than 75 bushels of marketable oysters a day from the public beds and limit dredges to a maximum weight of 100 lbs. and maximum width of 48"; laws providing that all dredges must be licensed and prohibiting the issuance of licenses to out-of-State boats; and importation of the Pacific oyster, a mollusk which the Commission claims would increase production by 1000%.

The group also advised the establishment of an independent Shellfish Division under the State Department of Conservation and Development. Legislation was proposed for securing an appropriation of \$250,000 to finance the program, with the funds to be returned to the State Treasury by a tax of 8c per bushel on oysters, by increasing the amount of the annual boat license to \$15, by requiring canners, packers and shuckers to pay a fee of \$25 annually, and by imposition of an additional tax of 8c per bushel on oysters dredged from the proposed public beds.

The North Carolina Board of Conservation and Development has extended the oyster season to April 1. The action followed several complaints from oystermen, who described the season as the worst in years.

Seek Ban on Crab Dredging

The North Carolina Board of Conservation and Development met at Raleigh on January 15, with a large delegation from the seafood industry present. Sterling G. Harris, Belhaven, representative of the crab industry, asked the Board to consider reinstating a former law which made dredging for crabs illegal in order to protect the supply.

Representative Ralph Harris of Pamlico County agreed that allowing the dredging was "a short-sighted policy". Crab dealers presented a petition signed by seafood workers from Marshallberg

to Swanquarter asking that dredging be forbidden.

Six members of the General Assembly were present, and promised their support of appropriations for enforcing culling laws and providing additional seafood inspectors. It was suggested that a revolving fund of \$50,000 be set up by the Legislature for research at the University of the Sea, Morehead City, and for the planting of oysters.

Union Organized at Southport

The International Fishermen and Allied Workers of America, a CIO affiliate, has organized a local chapter at Southport. Sixty-one individuals, a large number of whom are shrimp boat operators, have joined the Union.

Leaders of the movement stressed the fact that the organization's purpose is to accomplish its objectives without resorting to strikes. In order to guarantee this, the Union will operate a packing house of its own through which the catches of members may be handled if fishermen and dealers are unable to reach a price agreement.

To Dredge Stumpy Point Channel

The Division Engineer in Atlanta, Ga. recently advised Stumpy Point interests that the Stumpy Point Channel will be restored to a depth of 7' with a width of 75'. Fishermen have been greatly hampered in recent years by the shallow water in the ıd le le of th 11 le

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NEW ENGLAND craftsmen machine each moving part of the "HIGHLINER" with exacting skill. Drive is by means of a durable bronze worm gear running in oil which is good for the life of the boat. And the simplicity of the power takeoff eliminates the need of the usual two or three sets of bevel gears. This practically assures trouble-free operation.

This is one winch that is dependable at all times, in any type of weather.

In fact, ask any "HIGHLINER" skipper how much easier fishing is, with his boat completely outfitted with NEW ENGLAND gear.

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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Columbian Bronze Issues Catalog

Columbian Bronze Corp., Freeport, N. Y., has issued its 1947 catalog on propellers and accessoriés. This catalog not only lists and illustrates the many Columbian products but gives an explanation of the technicalities involved in designing propellers, as well. There also are tables which aid greatly in selecting the correct propeller for any type of vessel.

Included in the accessories section is a new pipe fitting electrolysis eliminator designed to prevent erosive action in pumps, piping, soldered joints and iron parts of water circulating systems. Arguto marine bearings, distributed by Columbian, also are shown. These bearings are made of a specially treated, hard wood impregnated with a formula of oils and waxes which assures self-lubrication for the life of the bearing, and are permanently rolled into a special copper alloy casing.

Rope Film Produced by American

Forty Centuries of Service, a 16 mm., black and white, sound motion picture, depicting the history of rope making, has been produced by American Mfg. Co., Noble and West Sts., Brooklyn 22, N. Y.

The picture traces back nearly 5000 years, showing specimens of rope down through the ages. It then follows the present day procedure of manufacturing cordage in American's factories, and concludes with shots showing the uses of ropes and twine including a commercial swordfisherman pursuing and ironing his quarry.

This film will be used at exhibits, conventions, and at jobber and dealer meetings. American Mfg. Co. will furnish a schedule of the showings upon request.

Yosemite Chemical Combats Rust

Yosemite Chemical Co. of San Francisco soon will put on the market two new anti-rust products Y-3 Rust Remover and Y-600 Rust Preventive. Both of these liquids may be applied by sponging, dipping or brushing, and in the case of Y-600 by spraying if desired.

Three to fifteen minutes after applying the rust remover all rust may generally be wiped off with a damp cloth. A thin porous film is left to serve as a paint bond.

Y-600 forms a protective film which not only displaces water, but allows preventive chemicals to enter the pores of the metal. These substances may be used on non-ferrous metals as well, to prevent or remove corrosion and stain.

Sterling Engines for Foreign Fleets

Sterling Engine Co., Buffalo, N. Y., has received contracts from the U. S. Treasury Department for 60 of its Sterling Viking marine Diesel engines. These engines will be supplied to the Greek and Yugoslav Governments under the UNRRA program and will be used to power trawlers to build up the fishing fleets of the two nations.

The contracts call for Sterling Model MRAB, 6 cylinder, solid injection marine Diesels which have a 41/2" bore, 53/4" stroke and develop 72 hp. at 1400 rpm. One of the contracts is for 30 engines equipped with 2.5:1 reduction gears, and the other for a like number of engines with 2:1 reduction gears.

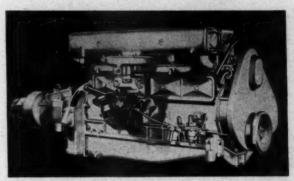
Marine Products Packaged Clutch

Marine Products Co., 515 Lycaste Ave., Detroit, Mich. announces a new packaged clutch which permits a varied number of drive combinations and consists of a clutch assembly which is self contained in a bracket. A double extension shaft as well as a double groove pulley between the clutch face plates provides various drive arrangements.

If the clutch is direct connected to a source of power, both the extension shaft and the double groove pulley can be used to drive

separate accessories. If the clutch is V-belt driven from its source of power, the two extension shafts can be used to drive accessories.

Large, heavy-duty ball bearings are provided throughout the entire assembly. This permits operation at maximum speeds of 3600 rpm. The rated capacity of this clutch is ½ hp. per 100 rpm. The maximum recommended capacity is 10 hp. Four mounting slots are provided in the base for bolting the unit in place.

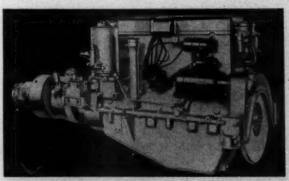


The new 141 hp. Chrysler Royal 8 cylinder, 31/4 x 47/8 engine.

Chrysler 20th Anniversary Line

The Marine Division of Chrysler Corp. has announced a new "20th Anniversary" line of marine engines including two sixes and an eight with flywheel forward, and two sixes and an eight with flywheel aft. All six have many new features and improvements and are now available with horsepower ranging from 92 to 141. They will continue to be known as the Ace, Crown and Royal, in the three horsepower ranges. They are designed, engineered and built exclusively for marine use, and not assembled, converted, rebored or rebuilt.

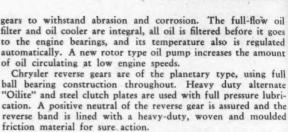
Through the use of a variety of Chrysler-built helical reduction gears, there can be found an engine in the new series that can be adapted to any type of fishing boat at engine speeds well below their maximum rated capacity. The two eight cylinder Royal engines now are equipped with a single up-draft carburetor assuring better idling speeds for trawling, plus general improved performance.



The new 115 hp. Chrysler Crown 6 cyl., 3-7/16 x 41/2 engine.

The exhaust manifold has been streamlined and scientifically designed for efficient cooling and the metal cylinder head cover protects spark plugs and wiring. Corrosion resistant electrical equipment, a spark proof generator and a cadmium plated starter drive for added protection are all Chrysler features.

Water temperature on the new series is thermostatically controlled so as to reach optimum temperature quickly and hold that level automatically, while the water pump employs rubber



The reduction gear case is so constructed that it can be attached to the reverse gear case in four different positions. This makes it possible to locate the unit in the most advantageous position to fit each installation.

New Leece-Neville Alternator

The Leece-Neville Co. of Cleveland, Ohio is manufacturing an alternator which can be used on either Diesel or gasoline powered fishing boats that operate at slow speeds, or that have accessories which require high currents. With this equipment it is possible to keep batteries fully charged while operating the engine at trawling speeds. The alternator with rectifier will deliver 6 to 7.5 volts at 60 amperes and similar units have a capacity of 12 to 15 volts at 100 amperes.

Jones Motrola Catalog Available

A new 16 page catalog featuring the extensive line of tachometers manufactured by Jones Motrola Corp., 417 Fairfield Ave., Stamford, Conn., is now available. This catalog describes and illustrates tachometers for particular applications. It also lists ranges and driving ratios, and other pertinent information regarding continuous indicating portable and fixed-mounted types, and the accessories required for many standard and special driving requirements.

Arnolt Develops Utility Clutch

Arnolt Motor Co. of Warsaw, Ind. exhibited a new utility clutch as the highlight of its display at the National Motor Boat Show. This clutch is designed and built for engines of 6 hp. or less. The engine end is bored for a 1" shaft and the drive end for a 3/4" shaft. Special bushings may be had for engine shafts of 7/8", 3/4" or 5/8" diameters.

This concern also showed its 20 hp. Sea-Mite engine, Ivalite spotlights and numerous other articles.

Sheppard Displays Small Diesels

R. H. Sheppard Co., Inc., Hanover, Penna. displayed two Diesel marine engines, Models 12F and 13F at the National Motor Boat Show in New York. These engines are rated 62 hp. and 20 hp. at 1400 rpm., respectively.

Like all Sheppard Diesels, built for installation where power requirements are small, these models are self-contained power plants of all American design. Standard equipment includes marine reverse and reduction gear, built-in heat exchanger and expansion tank, by-pass thermostat, bronze sea water pump with rubber impeller, fuel and lube oil filters, oil bath air filter, electric starting motor, batteries, battery generator, voltage regulator, governor and several other items.

Radiomarine Line at Boat Show

At the recent National Motor Boat Show, Radiomarine Corporation of America displayed its Model ET-8028 compact 10-watt, 4 channel, 2-way radiotelephone with remote control unit equipped with a standard telephone handset and built-in loudspeaker. This model operates from 6 to 12 volt battery supply systems and is designed especially for use aboard small craft.

Another radiotelephone in the exhibit was the 25-watt, 6 channel, 2-way Model ET-8027, with optional remote control unit, which operates from 12, 32, or 110 volt D.C. power supply systems. Also included was a Model ET-8012-D which is a larger 75-watt, 10 channel, 2-way unit optionally equipped with a remote control unit, and designed for off-shore duty





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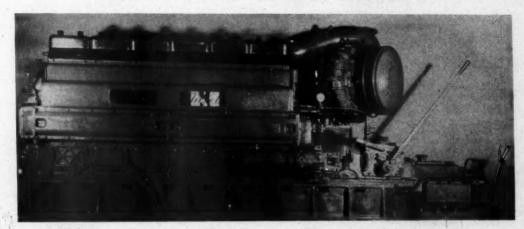
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STERLING VIKING ENGINES

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aboard large craft having either 32 or 110 volt D.C. power. The Model AR-8702-A radio direction finder which was shown is highly sensitive and selective, is installed easily and can be supplied with either inside or outside loop.

For those interested in the latest electronic navigational equipment, Radiomarine also exhibited its modern Loran receiver, Model LR-8801, which is being used successfully on merchant ships for navigation in fog, darkness and storms.

Direction Finder, Phone Unit

Electronic Associates, of Long Branch, N. J., showed its "Challengaire" marine radiotelephone model at the National Motor Boat Show. The set is extremely compact and is unique in that a 25 watt, 4-channel marine radiotelephone, radio direction finder and broadcast receiver are all combined in the single unit. Among the advantages claimed by its makers are built-in ignition noise suppression, low battery drain, moisture and fungus protection.

New Bedford Cordage "Whoppers"

New Bedford Cordage Co., 233 Broadway, New York 7, N. Y., has compiled a booklet of the prize-winning "fish stories" recently used in its advertising program. This humorous booklet is available upon request. In addition to the "whoppers", it contains the story of the Company's founding and some excellent advice on the care of rope.

Harbormaster Representative

Murray & Tregurtha, Inc., Quincy, Mass., manufacturers of Harbormaster propelling and steering units, recently announced the appointment of Coast Engineering Co., Norfolk, Va., as representative handling sales and service for its complete line of marine equipment.

Well-known as naval architects and marine engineers along the Mid and South Atlantic Coast, this firm is headed by H. W. Keeling, Jr., general manager, R. B. Coffman, chief engineer, and W. J. Stanton, field superintendent. Coast En-

Try these Precision Fish Hooks

— made for practical fishermen who must have dependability and service. Made with sharp, strong points that will penetrate the bony cartilage and leathery membranes of tough, hard mouths and equipped with bends and shanks that will carry the tug and weight of fighting fish plus surging seas. Precision hooks — produced of selected steel — finely tempered — and made by precision craftsmen in a Country where fishing is a National Industry. Ask your dealer to show you

MUSTAD Key Brand FISH HOOKS

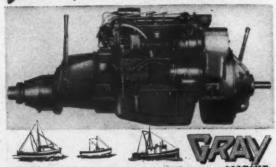
O. MUSTAD & SON, Oslo, Norway
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Gray Gets You There ... Brings You Back



Commercial fishermen have been depending on Graymarine Engines for 40 years. There is one right engine for each boat . . . Graymarine makes them ALL . . . Gasoline and Diesel.

You can get a Gray engine in any size from 25 to 150 h.p. You can have it with an extra generator, power take-off, fresh water cooling system and choice of reduction gear ratios: 2:1, 2.5:1, 3:1, 3.5:1 and 5:1.

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The Approved All Purpose Distress Signal 1,500,000 NOW BEING MADE FOR ARMED FORCES gineering is one of the few in the country to offer complete marine facilities from initial design through construction, installation, maintenance and service. Further services are offered with regard to conversion, alterations and repair.

With Norfolk as the central office, Coast Engineering field men will cover the Mid and South Atlantic States with complete service immediately available to all Harbormaster operators.

Murray & Tregurtha now have 10 models of the Harbormaster in production, ranging from 20 to 300 hp. in Diesel and gasoline units.

Pierce Joins H. O. Penn Staff

Philip F. Pierce whose five year record included service on several submarines, has joined the Engine Division of H. O. Penn Machinery Co., Inc. His work in selling Caterpillar Diesel marine and industrial engines will be principally along the Connecticut and New England Coasts, working out of Penn's Newington, Conn. branch.

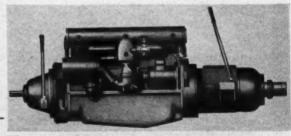
Mr. Pierce is a graduate of the University of Connecticut and previous to his present connection was Manager of the Gloucester branch of Cummins Diesel Engines of New England, Inc.



Philip F. Pierce

New Jefferson-Travis Distributor

Announcement has been made of the establishment of Emerson Radio of New England, a distributing firm, at 590 Commonwealth Ave., Boston, headed by M. Beckwith, president and treasurer. In addition to regular Emerson products, the Company also will handle Jefferson-Travis marine radios and electronic equipment manufactured by Emerson's newly acquired subsidiary. Ray Bridge is sales manager of the Jefferson-Travis and radio parts division. Massachusetts, Rhode Island and New Hampshire are the coastal states covered by this firm's distribution



The new Nordberg 4 cycle, 6 cylinder marine gasoline engine made in three models ranging from 52 hp. at 1600 rpm, to 133 hp. at 3000 rpm. with direct or reduction gear drive.

Boating Aid Published by Socony

All at Sea, an entertaining booklet that nevertheless contains wealth of factual information about power boats, was recently published by the marine sales department of Socony-Vacuum Oil Co., Inc., 26 Broadway, New York 4, N. Y. It made its first appearance at the National Motor Boat Show in New York.

Designed to keep engines "healthy, happy and purring", the amusingly illustrated book discusses such topics as trouble-shooting, engine anatomy, fitting-out and laying-up, rules of the road, sea safety and many other matters essential both to new boat owners and to old hands.

Written in light vein with a whimsical Miss Plimsoll as its chief character, the book is offered gratis through Mobil-gas Ma-

G. E. Maxwell has been appointed manager of the small craft division of Socony-Vacuum's marine sales department, according to an announcement by R. G. Coffin, marine sales manager.



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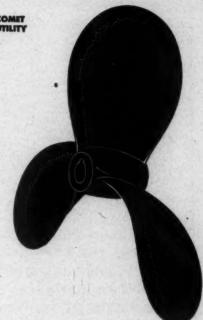


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A special alloy that's so tough and high in corrosion resistance that it cuts propeller expense almost in two.





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"ATCO" Brine Salted PILCHARD FILLETS

IN 20 POUND PAILS (about 12 fillets per lb.)

"ATCO" H & G Dressed and Scaled BRINE SALTED PILCHARDS

IN 20 POUND PAILS AND 100 POUND BARRELS (about 6 fish per lb.)

These pilchards are packed from Jumbo Sardines in our California plant. Shipments will begin to go forward on January first and will be filled in order received.

Prices (subject to change without notice): Fillets in 20 pound pails 18c per lb.; H & G in 20 pound pails 12c per lb., in 100 pound barrels 9c per lb. All prices f.o.b. Monterey, Calif.

Send orders direct to

ATLANTIC COAST FISHERIES CO.

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Corrosion shortens the life of a trawler rope.

But bethanized coating offers the best protection against corrosion, for the bethanizing process applies a heavy, uniform coating of pure zinc to every foot of every wire. This coating is of such high quality that it will not crack, peel, or check, even after repeated bending around small turns.

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The Sounding-Lead

(Continued from page 9)

and Atlantic Coast interests. Shrimp fishermen are reported as on the warpath because of the action of the Mexican Navy in confiscating United States shrimp vessels operating in the Bay of Campeche. Mexico claims that the waters for 9 miles off her shores are reserved for Mexican fishermen. In recent hearings on trade agreements, some witnesses emphasized that North Atlantic countries might soon invade the fishing grounds usually reserved for American operators.

Senator Magnuson, Democrat of Washington, recently told the State Department that ocean fisheries have a "distinct position in International affairs of a diplomatic and legal nature. In the past," he said, "they have caused warfare . . . Fisheries are considered as a commodity by the Department, and are relegated to a stratum far below the policy-making level. It is impossible for a policy-making official to be aware of fisheries problems."

PHILIPPINE FISHERIES— The Fish and Wildlife Service, in cooperation with the Philip-

pine Government, is undertaking a program of rehabilitation and development of the fisheries of the Philippine Islands as authorized by the Philippine Rehabilitation Act of 1946.

The new program will seek to aid in the early restoration and development of fisheries. Oceanographic and biological studies and experimental fishing operations will be conducted at sea to provide basic information on the fishery resources of the Islands, and also to test new and improved methods of fishing which might be adopted by the Philippines.

In addition to assisting the development of the marine fisheries, the program will be concerned with improving the methods of the salt-water pondfish industry, which provides a substantial part of the fresh fish supply for the Philippine Islands. Research also will be conducted on the processing of fishery products and in market development and distribution.

Dr. J. H. Deason, Chief of the Office of Foreign Activities of the Fish and Wildlife Service, will have general direction of the fishery rehabilitation work, while Hugh W. Terhune has been appointed field administrator of the program with headquarters in Manila.

DISTRESS SIGNALS—Operators of disabled wooden craft which may be the object of a search by the Coast Guard are requested to hoist on a halyard or to otherwise place aloft the largest available metallic object in order to assist their detection by radar. Wooden hulls themselves do not offer a satisfactory radar target, and metallic objects on or below decks usually are shielded either by the hull or by bulwarks. All Coast Guard patrol vessels, planes, and some buoy tenders utilize this equipment, and thus are able to continue searches in darkness and during other periods of low visibility.

FIEDLER RETURNS—Lt. Colonel Reginald H. Fiedler, who recently returned from the Far Eastern theater of War, where he was a fishery expert under General MacArthur, became special assistant to the directors of the miss eign Fish Wil Mass Col

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HERE HE IS AGAIN—"SID" RIDEOUT



Smiling because it has been a long time since he stood between two D13000 Reliable Caterpillar Diesel marine engines—BOTH SOLD—BUT—Shipment is getting better.

Drop him a card or a call for information on deliveries.

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the Fish and Wildlife Service on January 29. Before being commissioned as a reserve officer, Colonel Fiedler was with the Foreign Economic Administration, and prior to that he was with the Fish and Wildlife Service. William C. Herrington, Fish and Wildlife Service biologist, who has been stationed in Boston, Mass. for many years, will assume the position vacated by Colonel Fiedler.

Conn. Fleet on Nearby Grounds

The Lt. Thomas Minor, under command of Capt. Everett Merritt, and the Maria Julia, skippered by George Houser, are the only Stonington draggers still fishing in New Jersey waters. Many of the draggers in the fleet were fishing in that area, but returned to Stonington before Christmas. Most of the fishing is being done off Block Island and New Bedford, with a large part of the catches being landed at Stonington.

Lobster Boat Under Construction

Stonington Boat Works has laid the keel for a 35' lobster boat for E. B. Taber, East Hampton, Long Island. Among the craft which have been repaired at the yard recently are the Fairweather, Harold and Intrepid. The Portugal, owned and skippered by Manuel Linfa, recently had a new engine installed.

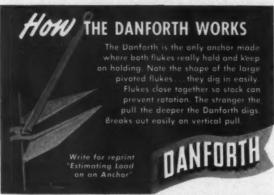
"Zibet" Ices Up at Stonington

The new 93' all-welded steel dragger Zibet, built by Electric Boat Co., Groton, iced up at the Longo Dock in Stonington during January on her way to the fishing grounds. The craft is a sister ship to the recently completed Zebu, owned by Fishery Products, Ltd. of St. John's, Nfld., and is powered with a 400 hp. Enterprise Diesel.

"Adelaide T." Wrecked

The 60' fishing boat Adelaide T., owned by Capt. James Mello of Point Judith, R. I., was wrecked on Sands Point, Block Island on January 1. The vessel, which was valued at approximately \$25,000, was partially covered by insurance.





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Large stock of MARINE SUPPLIES - GASOLINE and DIESEL ENGINES, sales and service.

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Defense against Every Emergency—the Fisher-man's Sentinel — Pro-tects Lives and Invest-ment. Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no pip-ine, no valves, no pip-

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Unexcelled for Fog Penetration, Echo Signals, and Reliability.
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CLARK COOPER CO. 325 N. MARKET ST.

Vineyard's Fish Supply Affected by Cycles

By J. C. Allen

February looms hull-up on the skyline as we pen this log of the previous month, and it is in the cards, as we see it, that whatever Winter is to visit these bearings is mighty liable to hit butt-end-first during the next four weeks. This is liable to mean a slacker month than January, and that was slack enough for most people afloat. The weather was windy, and we had some of the worst fog in years.

When Spring will arrive, nobody knows. Therefore, all hands expect slim pickings for some time. Fish may strike chin-deep to a dinosaur by the first of March, and we hope they do. But right now there is some barren mud laying around, and nobody is making a cent by plowing it over.

Scarcity of Haddock

The general agitation over shortages of fish, notably haddock, has had its effect on all hands. There are, apparently, but damned few haddock in the ocean. Nobody who has fished for the past 15 or 20 years is surprised at this. But still, as we have always noticed, the veterans of the game are paying their bills and saving a dollar if they are so inclined.

We figure that this will continue. They may adopt the big mesh for otter trawl bags, and they may save some scrod that way, probably will; but there is one hell of a lot of history attached to the New England fisheries, and it would almost seem to us that somebody would do some pondering on it all. However, we haven't seen a man yet who has let out a peep about shifting his course, or hunting new bearings. Most of 'em wouldn't know how, we surrect.

Cycles in the New England Fisheries

Our records, which are sketchy but easy to follow, go back about 95 years. The earliest one we have shows that at one time cod were so scarce that New England fishermen petitioned the Federal Government to declare a closed season on 'em. From that time on, the workings of the cycles have been easy to follow. The cod have come and gone at least once, and it scared all hands stiff when the first ground trawl was hung by a Province-town lad. The mackerel have come and gone several times, until some of the scientific sharks thought they had the cycle all figured out; but being honest men, they finally admitted that they had been fooled. Sea trout have completely disappeared at least twice to return thicker than ever, and so with the striped bass and the bluefish.

In our own time we have seen the bottom paved with flukes, which disappeared, and now are coming back strong. We have seen some more of these things, and so have plenty of the older

We have no faith in conservation laws pertaining to salt-water fish. But we do emphatically believe in the theory of the cycle, irregular as it always has been, and we believe that haddock will return sometime.

Changes in Methods

Every cycle in the past, of which we have any knowledge, has been followed by the introduction of new methods of fishing, or a return to an older method. Hand-lining petered out from one cause or another to give place to the otter trawl. Seines, purse and sweep, went with the hand lines, and the traps also disappeared in these bearings.

We do not know, and we cannot prove, whether the fish went first, or the method. We only know that the generation which swore by the trap, seine and hand line died, and there was no one to take hold where they left off.

"Silver King" Joins Island Fleet
The 50' x 16' x 6' Silver King has been brought to the Island by Capt. Harold Benway of Vineyard Haven, and is being re-The craft, which was purchased in Provincetown, is one of the largest single-masted draggers on the Vineyard, and is powered by a 90 hp. Diesel engine. She will ice down 40,000 lbs. of fish, and has accommodations for a crew of at least 3 men. The vessel was built in Georgia in 1940.

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New Brunswick Landings Set New Value Record

By C. A. Dixon

Fishermen of Southern New Brunswick, particularly those of Charlotte County, which borders on the International boundary line between Canada and the United States at Washington County, Me., set a new record for value of landings during 1946. The total value of the fish catch in the area, officially known as District No. 1, amounted to \$2,736,758, as compared to approximately \$2,281,000 in 1945.

The value of herring scales produced in the region, chiefly in Charlotte County, amounted to \$588,057, and for the first time in the history of the New Brunswick fisheries was ahead of the value for lobsters. Fish livers to the value of \$1,370 were produced during the year, making the grand total for fish, herring scales and fish livers \$3,326,185.

The value of the sardine herring catch was \$1,500,000, and showed an increase of \$100,000 over the 1945 total; while the value of lobsters taken in the District amounted to \$473,372.

The fish catch was 1,304,656 cwts., as compared to 907,867 cwts. in 1945, while the clam take amounted to 29,890 cwts., with a landed value of \$48,494, against 16,880 cwts., valued at \$26,740 in 1945. The increase was due in a large measure to the fact that a wider market was provided for the fishermen, who sold a considerable portion of their production to two new clam shucking plants located in St. Andrews and Chamcook, N. B. Clams were produced and sold during every month of the year.

There was a decided increase in the scallop take, which totalled 5,493 gallons, valued at \$27,485, as compared to 4,041 gallons, valued at \$18,282 in 1945. Alewives were more plentiful, and landings totalled 34,587 cwts., valued at \$77,019, against 21,521 cwts., valued at \$47,162 in 1945.

The value of the salmon catch, which was taken chiefly at St. John, N. B., was \$61,014. A total of \$25,371 worth of shad was produced in the same sub-district.

Other items were valued as follows: dulse, \$12,593; winkles, \$1,047; mackerel, \$139; and eels, \$908.

Herring Remain at Deer Island

Despite the fact that January, 1947 was cold and windy, sardine herring remained around Deer Island, and were caught in a number of weirs. The fish were sold to the Canadian sardine factories, which also obtained supplies from purse seiners operating gear along the North Shore in Charlotte County.

The sardine cannery of Connors Bros., Ltd., Black's Harbor, has been getting the most fish, but the factories owned and operated by H. W. Welch, Ltd., Fairhaven and Wilson's Beach, and the Richard Eaton cannery at Leonardville, a newcomer in the sardine business during 1946, have been busy, too.

Maritime Provinces' Production Up

A recapitulation of monthly official statistics covering 1946 fish production in the Maritime Provinces shows that a considerable increase in both catch and landed value took place last year in the combined provinces of New Brunswick, Nova Scotia and Prince Edward Island. The total catch amounted to 683,098,700 lbs., with a landed value of \$31,081,288, as compared to 586,697,700 lbs., with a landed value of \$26,183,854 in 1945. May was the banner month in regard to value, while June was second. Other high months were August, July, and September, in the order named.

Deer Island Exports

Indicative of the importance of the fishing industry to the community of Deer Island, N. B., separated from Eastport, Me., by only a narrow strip of water, is the fact that during the ninemonth period from April 1 to December 31 exports through the port of Lord's Cove, located in the weir fishing center of the Island, amounted to close to \$1,000,000. Sardine exports from the Island totalled 25,573,400 lbs., with a landed value of \$387,601, while 1,124,360 lbs. of herring scales, valued at \$226,964.82, were exported.



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Congressional Committees for Fisheries

Sen. Wallace H. White, Jr., Republican of Maine, who has been made chairman of the Senate Committee on Interstate and Foreign Commerce, recently stated, "As chair-man of the Committee, with jurisdiction over the fisheries of the United States, I shall endeavor to see that these interests are not neglected."

White Senator elected to the House in 1918 and to the Senate in 1930. At the instigation of President Coolidge, he

helped promote international wireless and radio communication, and safety of life at sea. As author of the White Act in the Coolidge administration, he expanded the work of the Federal Government relative to fisheries. The old Bureau of Fisheries was enlarged into the Fish & Wildlife Service, and biological, technological, laboratory and

hatchery work were greatly increased. Representative Fred Bradley, Republican of Rogers City, Michigan, heads the new House Merchant Marine and Fisheries Committee, and has named the following subcommittees:

Salt Water Fish and Shellfish subcommittee: Republicans-Thor C. Tollefson, Washington; T. Millet Hand, New Jersey; John J. Allen, California; Horace Seeley-Brown, Connecticut; Edward T. Miller, Maryland; Democrats—Cecil R. King, California; James Domengeaux, Louisiana; Henry M. Jackson, Washing-





Sen. Wallace H. White, Jr.

Rep. Fred Bradley

ton; Emory H. Price, Florida; Prince H.

Preston, Georgia. Inland Waterways and Fresh Water Fisheries: Republicans-Alvin F. Weichel, Ohio; John C. Brophy, Wis.; T. Millet Hand, N. J.; Democrats-Emory H. Price, Fla.; Leo F. Rayfiel, N. Y.

Rep. Bradley was elected to Congress in 1936. He is considered an authority on the fishing industry. As former minority leader of the committee, he worked closely with Rep. S. O. Bland on fisheries and merchant marine problems and has been in charge of various Great Lakes fisheries investigations.

"I believe that I know some of the most serious problems facing the industry," said Rep. Bradley. "It is my sincere desire that these problems may be studied and solved through the medium of hearings and investigations here in Washington and other parts of the

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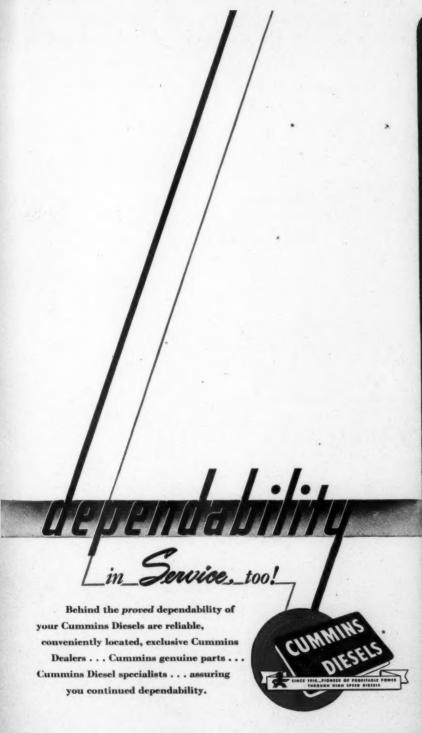
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